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JUNE 6, 1966

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WEEKLY

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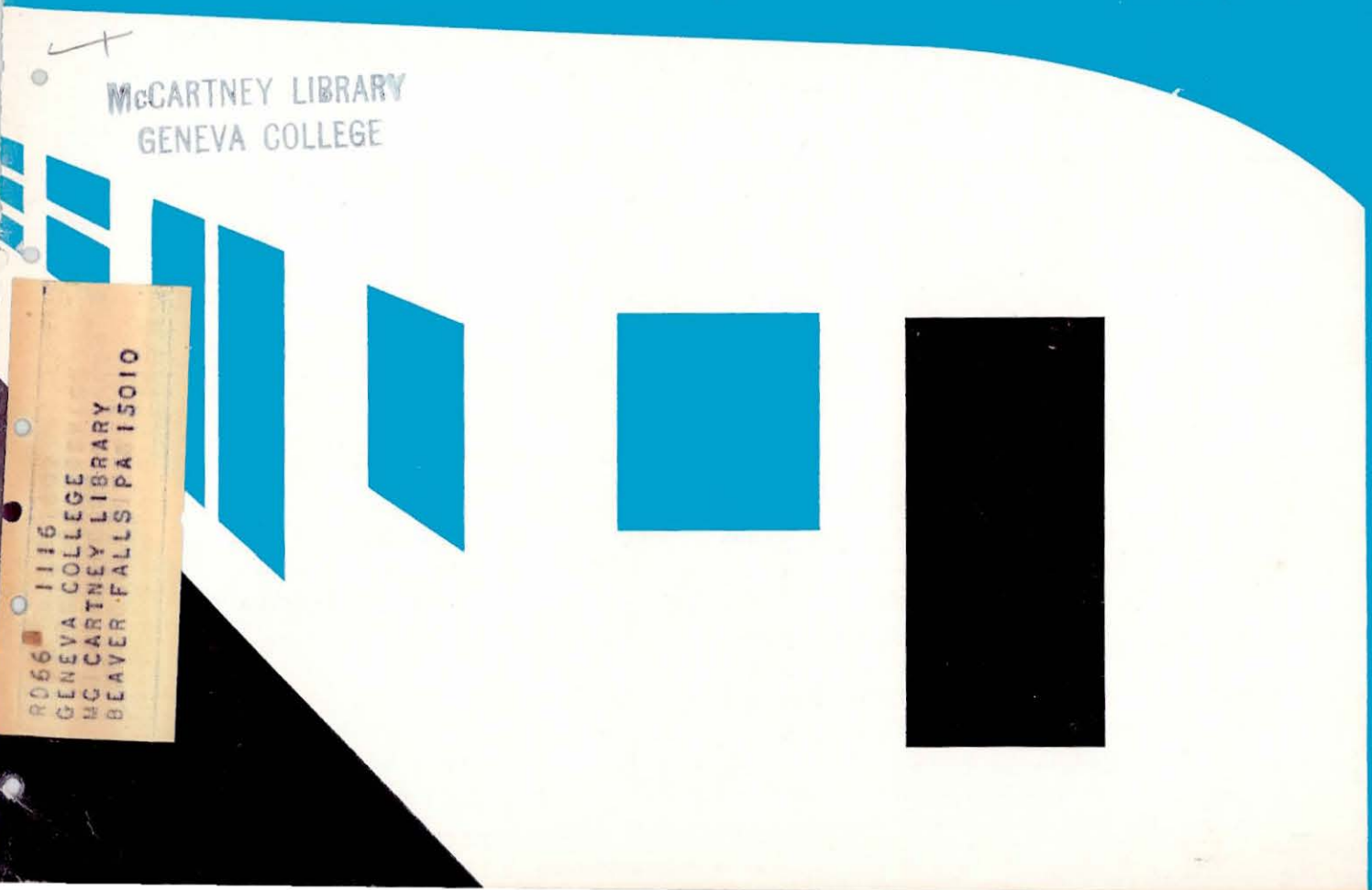

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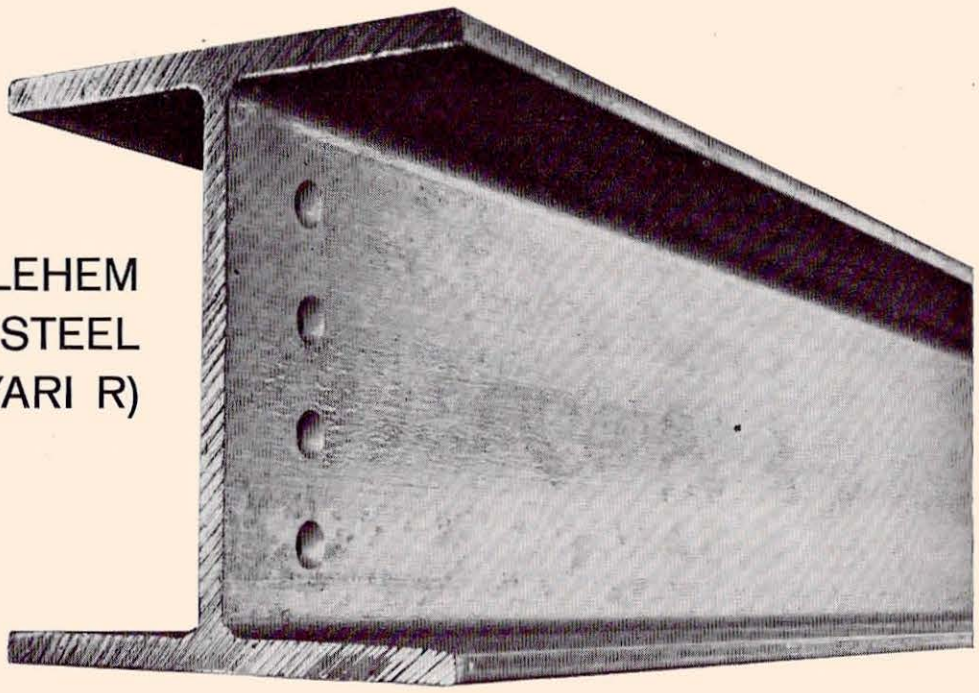

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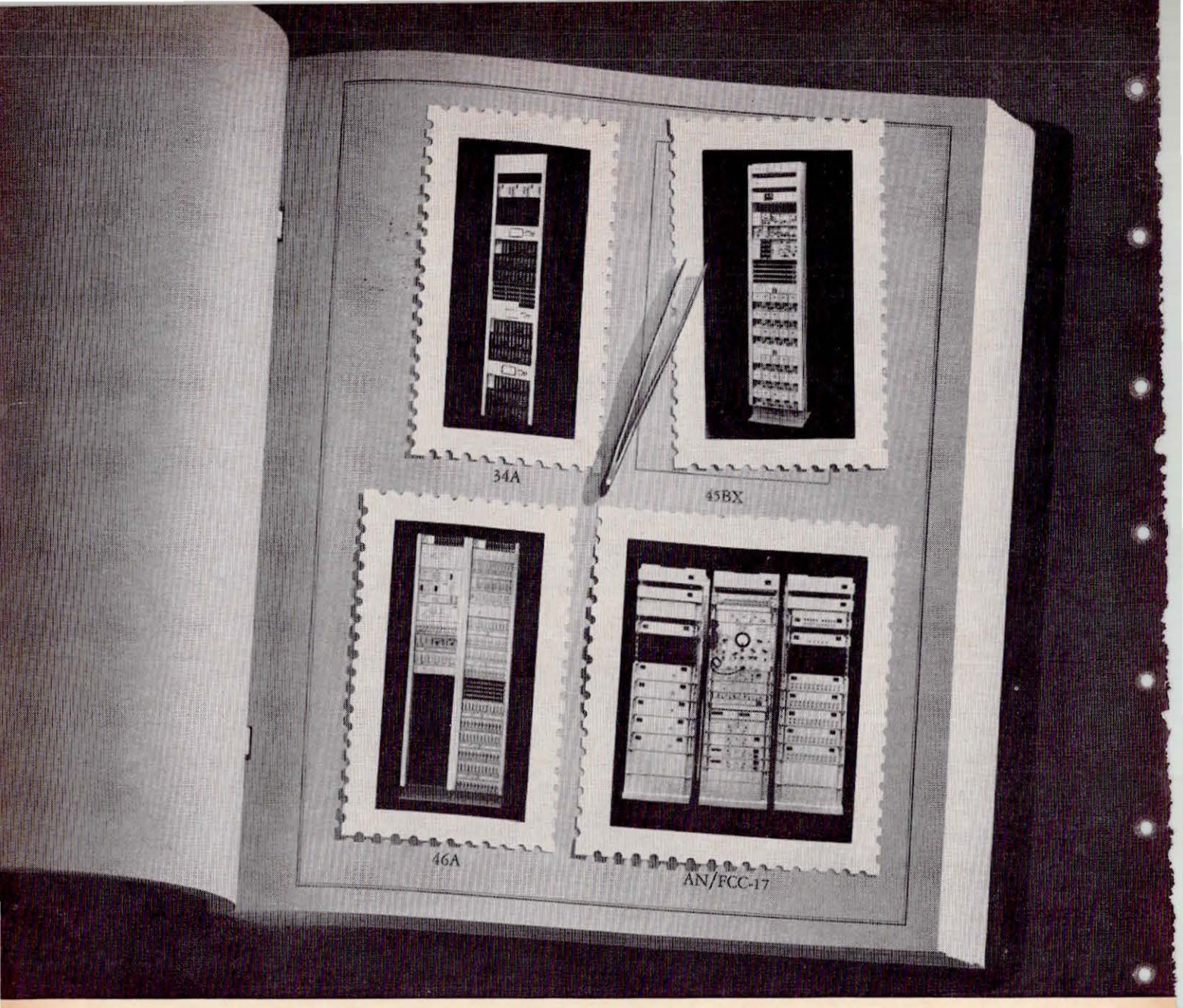

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RAILWAY AGE

June 6, 1966 • Vol. 160, No. 22

THIS WEEK

20 Boston: Putting spokes in the transit Hub

Planners came up with a $299-million package for bringing together and expanding transit and commuter services.

22 Cities in transit: Denver, Portland

Two highly automobile-oriented cities are giving close consideration to mass transit.

24 New York gets new GSI subway cars

Two hundred cars, costing $22.5 million, are replacing older units as rapidly as they come off the production line.

27 AARS meeting to stress people-to-people communication

Communications aspects of training, safety and data processing will be underscored at Superintendents' Chicago sessions.

48 LBJ likes the railroads

Accounting Division hears Alan S. Boyd say that Administration's major sympathetic interest will continue.

50 The Action Page—Are our cities growing up?

Does the renewed activity in transit actually add up to a "renaissance?" Yes—but it's not all clover for transit men.

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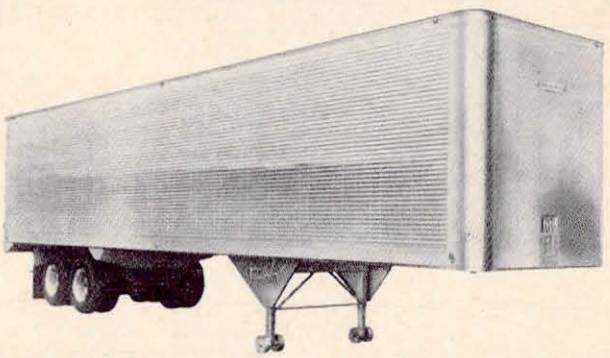

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SHORT AND SIGNIFICANT

LBJ has high hopes for per diem bill . . .

The incentive per diem bill that became law on May 26 (RA, May 30, p. 110) will, in the view of President Johnson, "benefit every farmer, consumer and worker whose job depends on full production and swift movement of goods to market. It will surely benefit the railroads by increasing freight capacity." At the White House signing ceremony, President Johnson also commented: "Our railroads have been forced to operate under outmoded regulations. It is cheaper to rent a freight car—often for as little as $2.00 a day—than to build one for more than $15,000. No wonder a railroad witness testified before the Commerce Committee—'It takes guts to spend money on freight cars even if you've got the money.' "

. . . and gets in a plug for a Transportation Department

The President seized the opportunity presented by the per-diem-bill signing to re-emphasize his call for the establishment of a Department of Transportation. The freight-car shortage, he declared, "is only a symptom of our larger transportation challenges and opportunities." He went on to say: "We have been too narrow. We have never applied more than a fraction of the new technology and management techniques we possess to do an all-out attack on a national scale. The new Cabinet-level Department of Transportation will enable us to do just that."

●

High-power Alcos tested in Canada

A pair of Alco Century 630 3,000-hp demonstrator diesel-electrics have been handling heavy-tonnage trains over the Canadian Pacific's main line across the Rockies. CP is pushing improvements to this Calgary—Vancouver route where traffic has more than doubled over the past half-dozen years as Canadian sulfur and potash production has shown "tremendous growth" and export grain traffic has set records. While there have so far been no orders by CP for Century 630's, any for Canadian service would be produced by Alco-affiliated Montreal Locomotive Works. Already on order by CP for its Alberta—British Columbia lines, scheduled to be delivered later this year, are 32 General Motors 3,000-hp SD-40 units to be built by General Motors Diesel.

●

Decision reported imminent on English Channel tunnel

The old dream of a railroad tunnel connecting Britain and France may soon become a reality. A final decision on the English Channel project could come in July, when French Premier George Pompidou will make an official visit to London. Engineering problems have been overcome, at least on paper, and there are reports that agreement is near on the question of public-vs-private financing. Prime mover of the project is the Channel Tunnel Co., which is owned by British Railways, French Railways, the Suez Canal Company, and Technical Studies, Inc., a U.S. company. DeLeuw, Cather is involved as engineering consultant. An all-rail tunnel is proposed; automobiles would have to make the trip aboard railroad cars.

●

John Carroll University honors Walter Tuohy

Cleveland's John Carroll University has created a chair in ecumenical studies in honor of the late Walter Tuohy, who was chief executive officer of the Chesapeake & Ohio-Baltimore Ohio at the time of his death May 12. A well-known Catholic layman, Tuohy was also a leader in the National Conference of Christians and Jews.

MONDAY MORNING REPORT

It's back to work, in the RI merger case

Rested and refreshed, presumably, after a Memorial Day weekend break, all contestants in the Rock Island merger case were ready to resume the marathon May 31—and marathon it is, from all indications. William Wyer, president of Wyer, Dick & Co., was the central figure as the proceedings started up again. He first took the stand May 18—and he's been under a probing attack ever since from attorneys representing opponents of the RI-Union Pacific proposal.

Record in the making?

Nobody can say yet whether the Rock Island case will top the record set by the Pennsylvania-New York Central merger hearings—128 days of public sessions, more than 40,000 pages of the record, 461 witnesses offering 290 statements and 347 exhibits, and 337 attorneys entering appearances. But the way things are going—with Wyer on the witness stand for two weeks and, probably, another half dozen UP witnesses to follow—ICC Examiner Paul C. Albus may well have a record-breaking case on his hands.

And then a new element crops up

Meanwhile, Missouri Pacific and Mississippi River Corp. made a somewhat unexpected move which could, conceivably, introduce a new element into the RI picture. MoPac and Mississippi River filed application with the ICC for authority to acquire control of Santa Fe through stock ownership—and, at the same time, asked the Commission to consolidate pending and to-be-filed merger cases in the West. Such a consolidation, the two companies contend, "would give to the Commission the unique opportunity to evaluate in its entirety the transportation problems of the entire country west of the Mississippi." Union Pacific takes a different view. The MoPac-Mississippi River move, UP said, "further complicated the merger picture." And, Union Pacific added, if the ICC agrees to the request for consolidation, "it is expected that the Union Pacific-Rock Island hearings will be lengthened considerably."

'Effective control' is the stated goal

The bid for control of Santa Fe, as MoPac and Mississippi River put it in their original announcement, proposes that Mississippi River acquire "such amount of stock of Santa Fe as might be needed to gain effective control." The acquisition would be in addition to stock which MoPac itself "now holds or may hereafter acquire"—and the railroad company does now have approximately 2.7 million shares of Santa Fe preferred, or about 7.3% of total voting stock.

Santa Fe opposes— and the battle continues

Santa Fe took a dim view of the MoPac-Mississippi River action, calling it "a strategic move to aid their opposition to the current Santa Fe application to acquire certain southern portions of the Rock Island. . . . The Santa Fe is opposed to this Missouri Pacific maneuver." And, while MoPac and Santa Fe were getting a good part of the attention, observers were also looking toward Chicago & North Western and Milwaukee, in anticipation of their filing a merger application. And, simultaneously, Examiner Albus and the attorneys were keeping the Rock Island hearings going, though a bit slowly, it seemed at times. And the summer in Chicago got longer and hotter.

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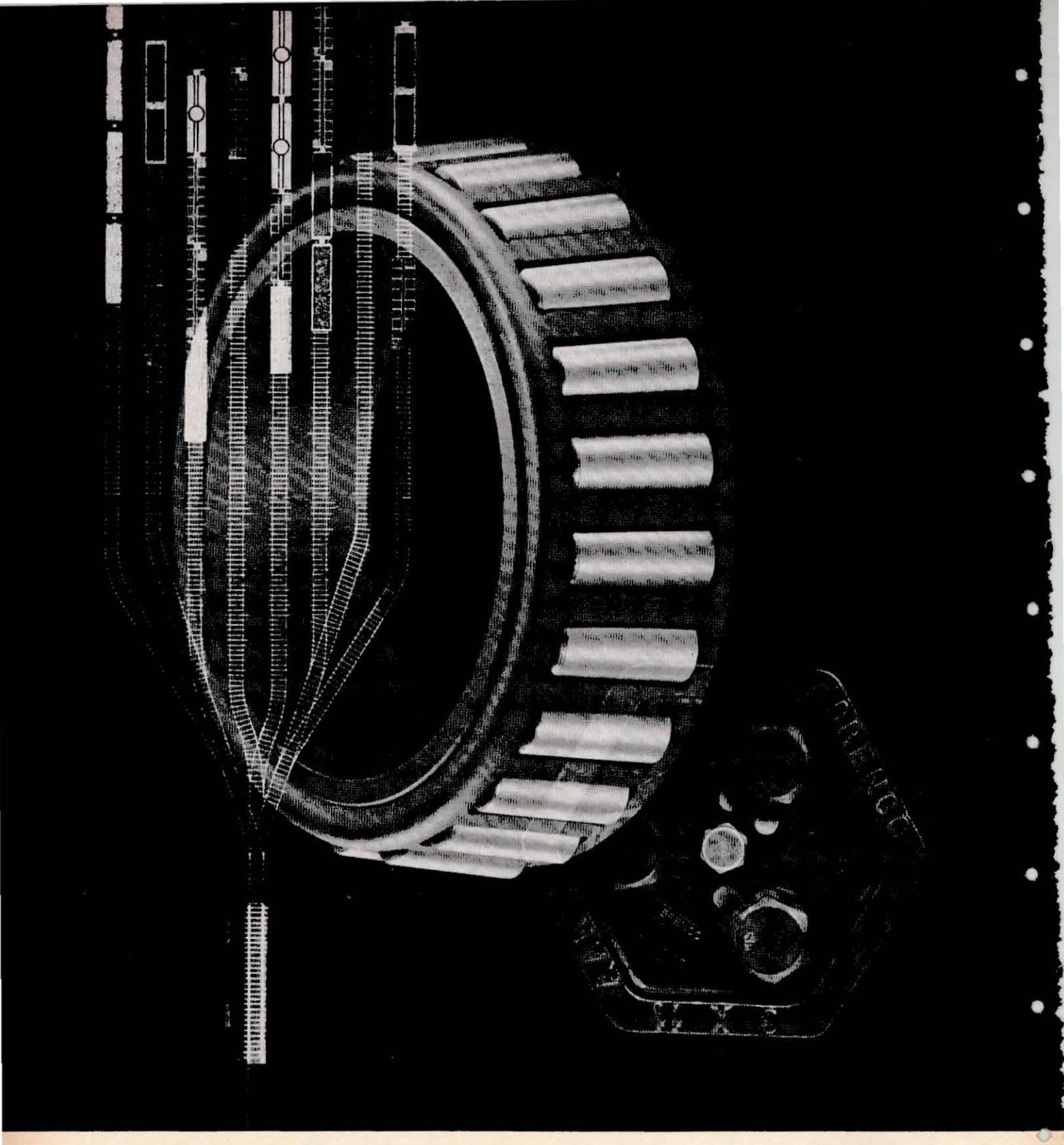

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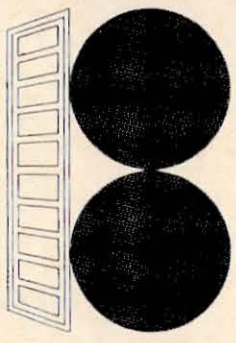

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RAILWAY AGE
WEEKLY
JUNE 6, 1966

WEEK AT A GLANCE

New Haven seeks new aid for 'interim'

Four states served by the New Haven will be asked this week to put up more money to keep trains of the bankrupt carrier running until its take-over by the merged Penn-Central becomes effective —probably late in 1967. The New Haven has commitments in state and federal aid, totaling about $5.5 million, to maintain passenger operations for the remainder of 1966. At that time, under terms of an ICC order, it can take off 50% of its line-haul passenger service. But there will be an interim period of several months before the New Haven is absorbed into the new Penn-Central system, Trustee Richard J. Smith noted last week—and he warned that the road will have to seek total abandonment if additional aid is not forthcoming.

Smith also told reporters last week that the sale of the New Haven to Penn-Central would be on terms agreed upon and made public more than a year ago—when it was contemplated that the new super-system would take over only the freight operations of the troubled New England carrier. (Wall Street sources have indicated that the total package could be worth something like $100 million. Estimates of claims against the New Haven range as high as $200 million.) While no firm timetable for accomplishment of the various necessary reorganization steps can now be set, Smith said, it is "most critical" that the New Haven's inclusion in Penn-Central become effective "as soon as possible" for the benefit of creditors, the public and employees." He declined to comment on job protection terms for employees but said they "will be treated fairly."

Curtain raiser for Montreal's Expo-Express

First of 48 cars for Expo-Express, the automated, double-track transit facility which will provide on-grounds transportation at Montreal's Expo '67, has been completed on schedule at the Fort William, Ont., plant of Hawker Siddeley Canada. Serving as prime contractor for the $12 million system, Hawker Siddeley reports that the 3.5-mile line on the Worlds Fair grounds is due for completion in mid-July, with trial runs of the first train now set for late July. Expo-Express, available free of charge to all of the anticipated 30 million visitors to Expo '67, is designed to handle 30,000 passengers per hour under fully automated operation. It will extend between stub-end terminals at the Expo's main gate and the Fair site on an island in the middle of the St. Lawrence River with several intermediate stops. Cars, incorporating primarily Canadian components, will have an international flavor proper for a Worlds Fair. Traction motors are manufactured in Belgium and automated controls are produced by the Union Switch & Signal division of Westinghouse Air Brake.

Freight-car boom shows no signs of letup

The year 1965 was an uncommonly good one for the builders of freight cars—and all available evidence continues to point to an even bigger year in the making. Latest figures from the American Railway Car Institute show that 44,835 cars were ordered in this year's first four months. In the corresponding period of '65, 27,292 cars were ordered. During the 12 months ended April 30, 1966, 68,833 new cars were installed by Class I roads and 71,654 were retired. One year earlier, the comparable figures were 66,508 cars installed and 74,923 cars retired. Only 73,367 cars were out of service for repairs on May 1, 1966, compared were 85,247 on the bad-order list a year earlier.

ORDERS FOR NEW CARS

	1965	1966
January	9,446	8,655
February	5,194	12,707
March	7,831	11,260
April	4,821	12,213
TOTALS	27,292	44,835

The BLE joins the wage-demand parade—and leads it

The non-ops want 18% and 20% wage increases, the Brotherhood of Locomotive Firemen & Enginemen and the Brotherhood of Railroad Trainmen will ask for 25%. But the Brotherhood of Locomotive Engineers—which hung back while the others were announcing their plans—will come in with what, thus far, represents the upper reaches of aspiration so far as 1966 wage movements are concerned.

By its own recent declaration, the BLE aims to get "tremendous" wage gains for the men it represents. Engineers' general chairmen have begun to serve demands for a 25% increase in basic daily and mileage rates of engineers working without a fireman. But, the organization says, "the move will be followed by separate demands this summer for a general increase of 30% to 33-1/3% in basic daily and mileage rates, as well as holiday and vacation improvements, supplemental pensions, shorter hours, shift differentials and other gains."

Picketing cases move ahead in two courts

Railroads in the Jacksonville, Fla., area are continuing to work at both federal and state levels in an attempt to bar operating unions from picketing the terminal area in a dispute related to the long Florida East Coast strike (RA, May 30, p. 11). In the wake of an adverse decision in U.S. Court of Appeals, Atlantic Coast Line, Seaboard Air Line and Jacksonville Terminal are looking to the Supreme Court. They've asked Justice Hugo Black for a stay of the appellate-court order pending a request for certiorari. Meanwhile, in a case filed by Jacksonville Terminal, a state court has restrained the organizations and asked counsel for both sides to agree on a date for a hearing on a permanent injunction. The unions had attempted to have this case shifted to federal court, but a federal judge in Jacksonville ruled that the court did not have jurisdiction. The state court subsequently issued the restraining order, after hearings which lasted through much of the Memorial Day weekend.

GUS WELTY'S LINES ON LABOR

WELTY

'FIGHT, FIGHT, FIGHT' is a fine ending for a college football cheer. But it's somewhat less impressive as a way of life for labor organizations. A few months ago, it seemed as though the operating brotherhoods, generally, were about ready to call a truce of sorts in their representational infighting. And it seems to be true that the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen & Enginemen are now less belligerent on the raiding front. But at the same time, it appears that the "peace" prediction may have been a bit premature, so far as the train-service unions are concerned.

REPRESENTATION BATTLES between the Brotherhood of Railroad Trainmen and the Order of Railway Conductors & Brakemen, for instance, were running at a rate of about one a month in 1965 (with most of the action jammed into the second half of the year). Thus far in '66, there have been two major contests—with the BRT challenging and losing on Great Northern and the ORC&B challenging and winning on Elgin, Joliet & Eastern. And there are reports that another big challenge is shaping up on another midwestern road.

WHAT'S TO BE GAINED by all the battling for votes? Representation rights covering more men, certainly. But greater membership? That's not so certain. And while representation adds prestige, membership adds strength and union income—and the cost of conducting a representation campaign may, in some cases, never be made up.

ORC&B PRESIDENT George H. Harris is understandably rather proud of what his union has done in competition with the BRT. Over-all, the Conductors showed a net gain of almost 500 men in '65 so far as representation rights are concerned. But Harris, a realist, knows that this isn't enough. As he told ORC&B members after the EJ&E victory, "the job is only half done. We now must make every effort to secure the support and membership of all road trainservice employees. . . ." The BRT, under similar circumstances, would probably take the same position. Representation rights are great—but membership is vital. And so the costly battling continues.

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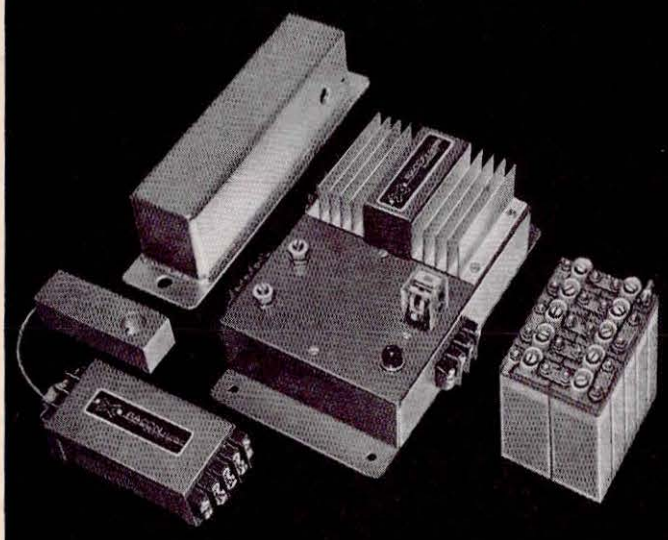

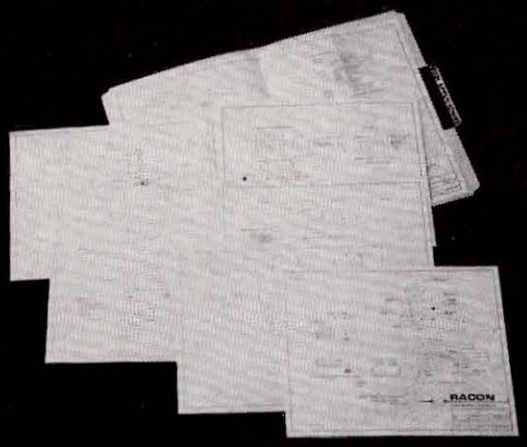

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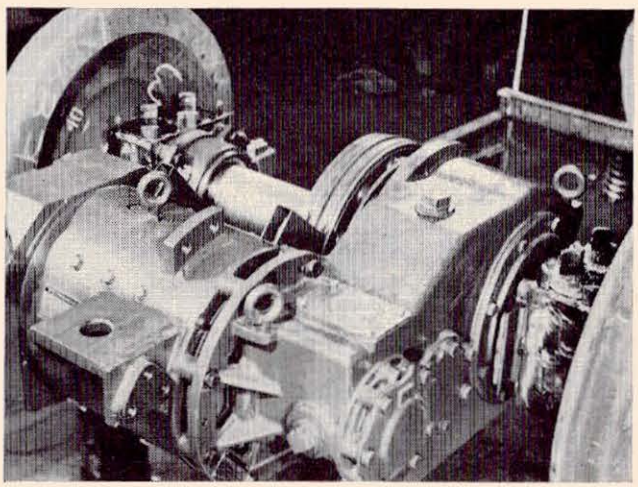

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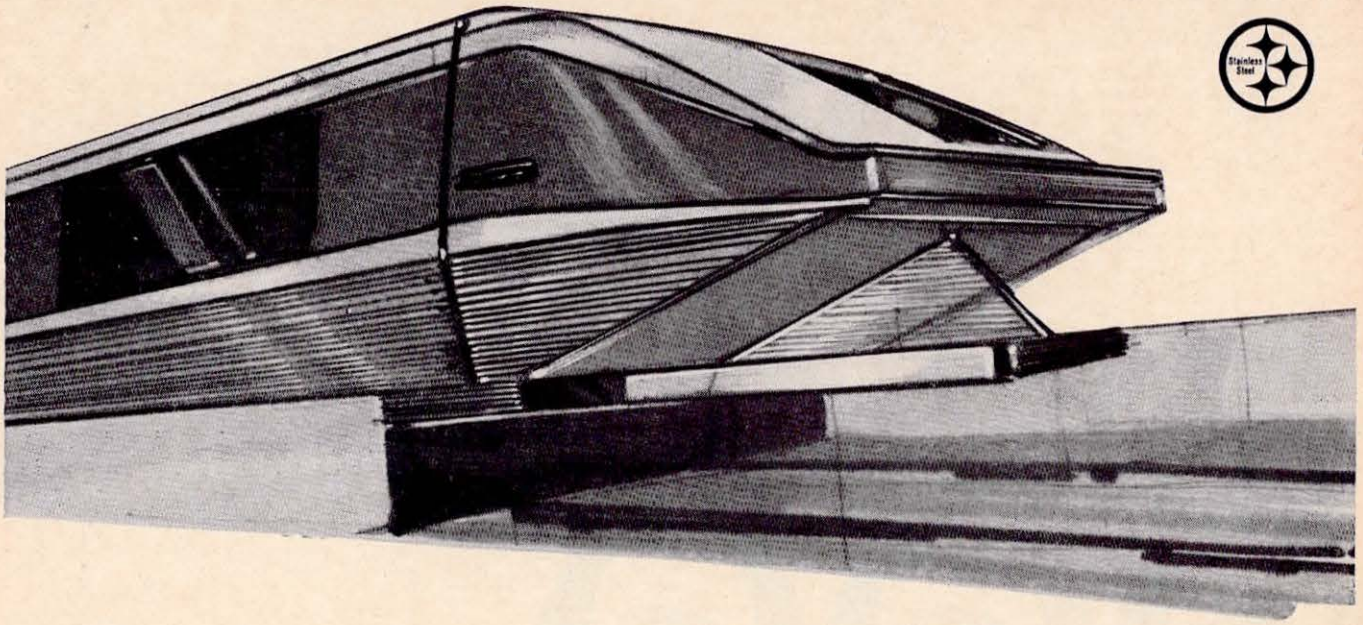

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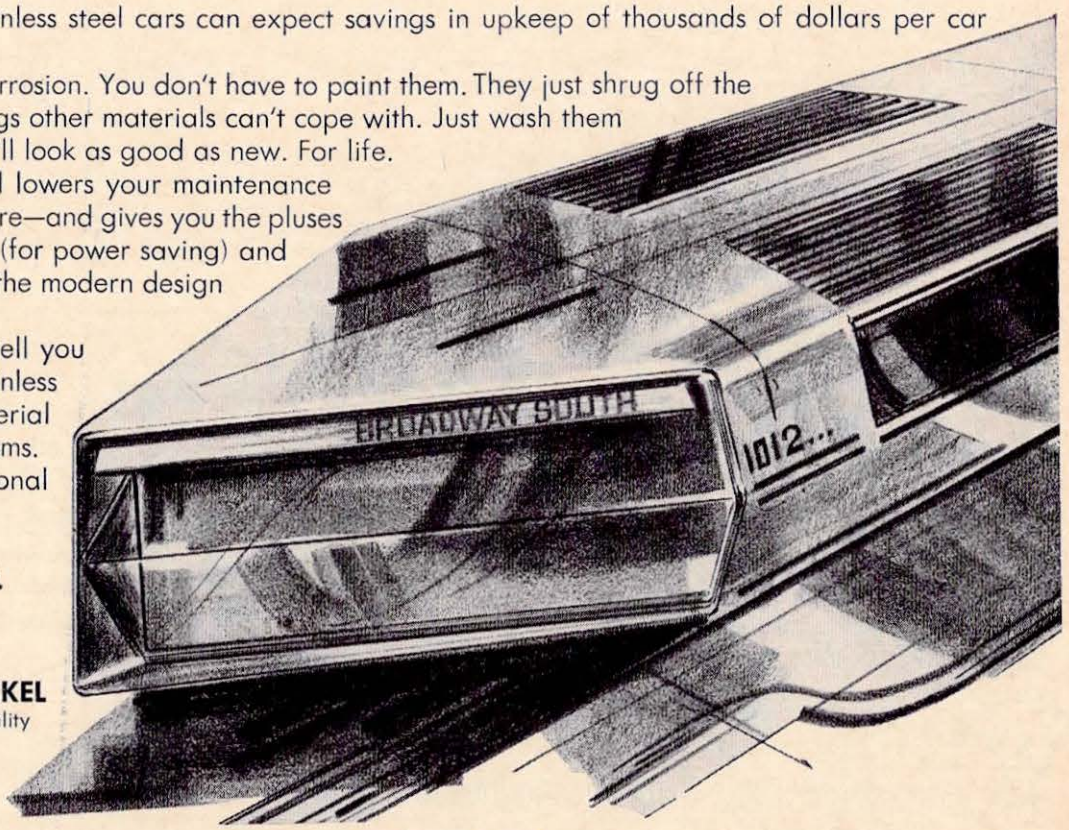

INTERNATIONAL NICKEL
Nickel—its contribution is quality

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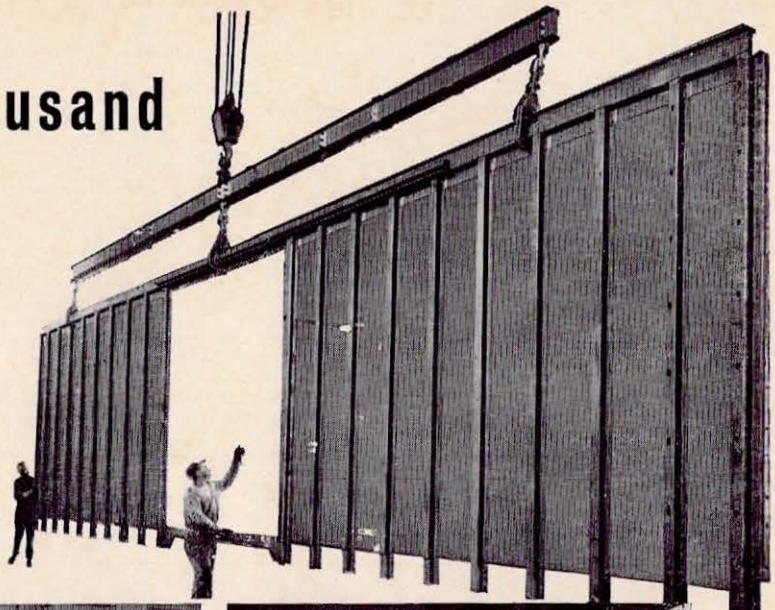
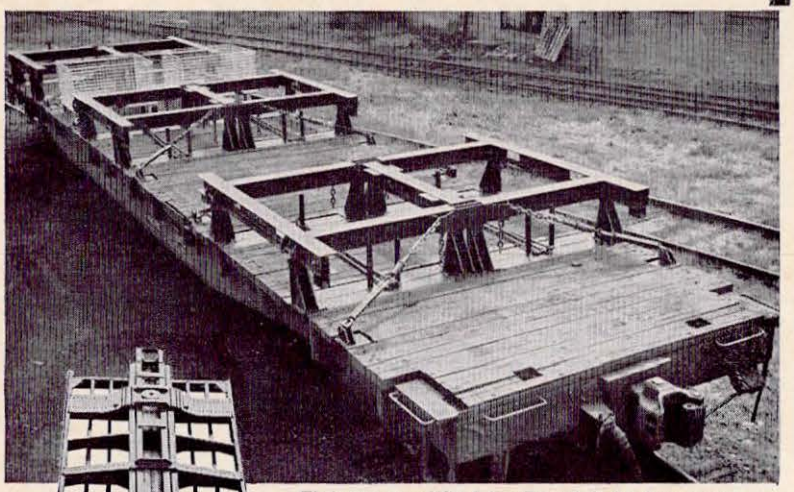
Photos worth a thousand words? Well . . .

anyway they show you we're in the business of building car components to tight customer specs. That saves a lot of explaining. But, there's still a lot unsaid about our timely delivery.

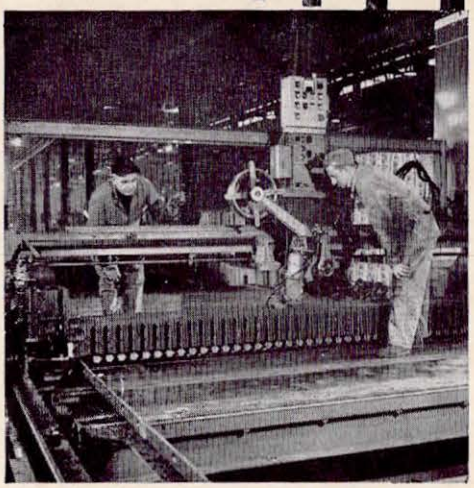
Actions speak louder than words. How 'bout a crack at your next order?



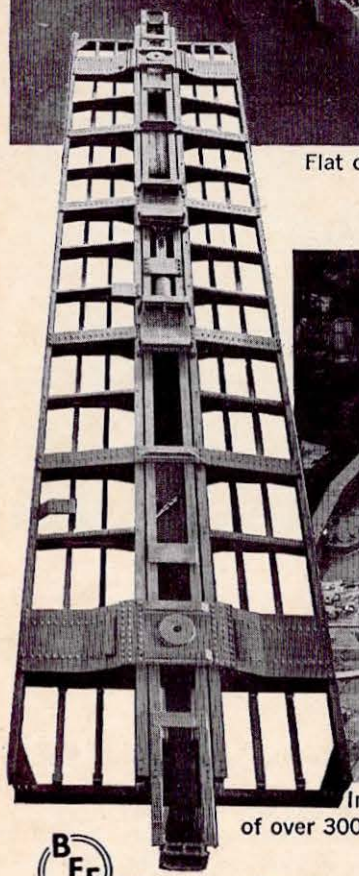
One of 1200 car sides built for a large northeastern railroad.

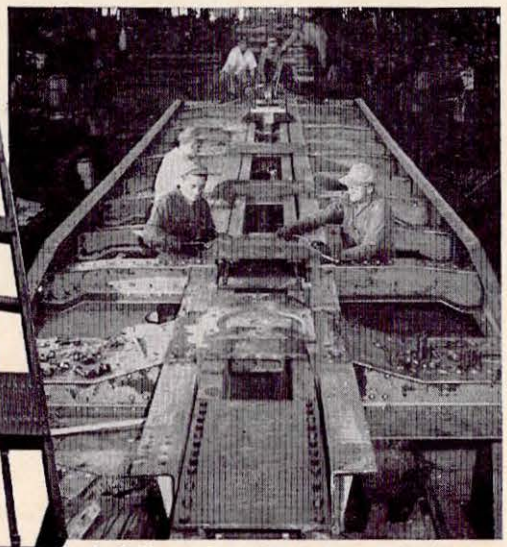


Flat car modified by Berwick to transport '65 auto frames.

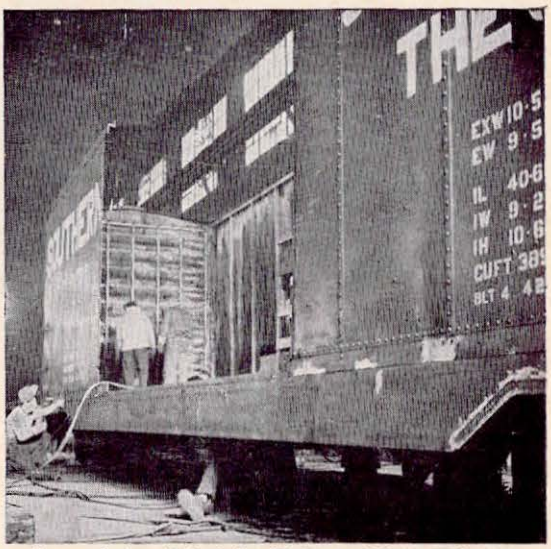


Automatic equipment used in car side welding.





Installation of cushioning unit in one of over 3000 underframes built in the past year.



A car being "stretched" from 40' to 50' will be completely reconditioned before delivery.

BFF

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RPI MEMBER

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What roller bearing would you specify if you were ordering 162 of the most modern rapid transit cars available? Cars valued at $17,000,000. Cars which have to be on duty 24 hours a day. Cars ever ready to transport 100,000 passengers every working day—safely, smoothly, promptly,—between New York and New Jersey.

Port Authority Trans-Hudson Corporation (PATH) and General Steel Industries, St. Louis Car Division, chose reliable Timken® Self-Contained "SC" tapered roller bearings for all 648 axles of these sleek, modern, transit cars.

Like other transit systems and 171 railroads and private car owners, they know that with Timken bearings you get more than a pallet of bearings and an invoice.

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This is a pleasing assignment knowing millions of com-

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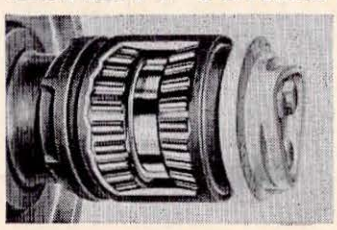
muters will be riding with comfort and safety—on schedule for years to come.

Whatever size urban transit or railroading job you are concerned with, let it be our concern, too. The Timken Company made the first tapered roller bearing for the railroads, and we concentrated on this one outstanding design throughout our 67 years. Timken bearings have proven themselves in billions of car-miles of service. We're proud of our record of total service to the railroads. May we serve you? The Timken Roller Bearing Company, Canton, Ohio.

QUALITY TURNS ON HEAVY DUTY



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BOSTON:

A master plan puts spokes in the Hub

Local planners are proposing a $299-million package to pull together all rail transit, rail commuter and bus services.

A century ago, the Boston Brahmins let it be known that they considered their city the Hub of the Universe. Now, a hundred years later, Boston bids fair to be considered a transit hub, as well—and this claim is a lot more solidly founded.

Two years ago, the Massachusetts legislature created a single agency to take responsibility for pulling together all public transportation in the far-flung Boston metropolitan area—rail transit, commuter and bus—and then to coordinate efforts with highway and land-use planners (RA, July 6, 1964, p.15).

The move was hailed at the time as a giant step toward regional planning —the real kind—and as an outstanding example of local initiative and self-help.

That public agency—the Massachusetts Bay Transportation Authority—hasn't been sitting on its hands for the last two years: MBTA officials have just come out with a master plan for the metropolitan area—and it's an ambitious one.

● **A $299-million package.** The birthday present from the state legislature to the newborn MBTA was bonding authority to the tune of $225 million. But the present master plan adds funds from urban renewal and federal transit-aid sources to come up with a total figure of $299 million available to finance upgrading and modernization of vital public transport facilities.

To make the term "planning" mean something, MBTA officials worked closely with state public works, commerce and city urban renewal officials in a cooperative effort—the Eastern Massachusetts Regional Planning Project. Here are some of their present findings:

Population in the eastern Massachusetts region will go from 1963's 3.6 million to about 5 million by 1990. The growth rate will be moderate within the MBTA district comprised of 78 cities and towns around Boston, with a continuing trend toward decentralization.

Although the total proportion of regional jobs in Boston, Cambridge and five other communities will decline, the communities will continue as the largest and most concentrated employment centers. The forecast is that these seven centers will account for 1.1 million, or 66%, of the 1.7 million regional jobs in 1990.

● **Downtown stays strong.** Underlining the economic strength of Boston in the region, the planners find that at present, although the central business district occupies less than one-tenth of 1% of the 2,500 sq. mi. in the region, 22.5% of all work trips originating in the Authority's district and 18% of all work trips originating in the region as a whole are made to and from Boston's CBD.

With this information to go on—and a lot more besides—MBTA officials now know which way they're heading. They stress that theirs is an interim plan, not yet adopted, but there is little doubt that in substance it will become a reality.

These are the main features:

—Five major transit-line construction projects will take place, adding as much as 30 miles of rapid transit to the present network.

—A large rolling-stock purchasing program is in the works, with the present fleets on two lines due for complete replacement.

—Rail commuter service will be better coordinated, and in some cases actually integrated with the transit system.

—The MBTA network will get a general spruce-up, with emphasis on upgrading present rolling stock, station platforms, buses, garages, and providing more parking space at outlying stations.

● **First target: 1969.** The master plan is arranged with a clear-cut order of priorities. Officials are moving fast on what they call their immediate-action program—the phase due for completion by 1969.

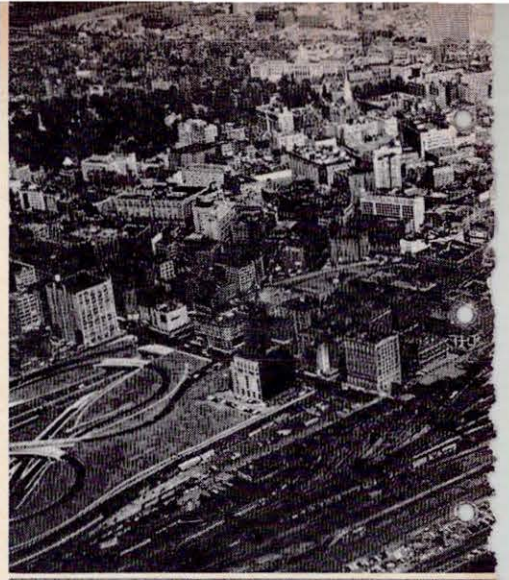
About $45 million has already been committed in contracts, most of it for civil engineering. A $1.5-million contract for construction of a new bridge over the Neponset River is due to be announced this week.

The latter is part of a much larger project which has already been approved and will soon move into high gear: construction at a cost of $41 million of a 9.3-mile transit line from South Station to Quincy and Braintree—the South Shore line.

● **NH lines 'revived'.** Much of this makes use of the right of way of the New Haven's Old Colony line, since abandoned, and presently paralleled for some of its length by the Cambridge-Dorchester subway line within the city.

Suburban stations on this line will be at North Braintree, Quincy, Wollaston and Norfolk Downs.

In the next phase—and the plan emphasized that it should not be delayed too long—the South Shore line would be extended (still along the NH right of way) six miles further south. It's then proposed to acquire the right of



COME ON DOWN EAST

Boston is a transit hub from at least two points of view. Later this month, the annual meeting of the Institute for Rapid Transit will draw transit officials, consultants, government experts and civic leaders from all over the U.S. and Canada.

The meeting—to be held June 14-16—is unusual in several respects. For one thing, it will be in conjunction with Boston College's Citizens' Seminar on transit. It's said to be the first time a U.S. higher institution of learning co-sponsored on its own campus such a session together with the transit industry.

For another, most of the emphasis will be on face-to-face workshop sessions at the college's Carney Graduate Center. Small discussion groups will give registrants a chance to focus on specific problems and chew out the details together.

Still another novelty will be the case study of City X—an opportunity to evaluate methods and solutions for organizing

and operating transit in a growing metropolitan area.

• 'Name' speakers. The over-all theme of the IRT meeting is Transit: Concept to Completion, and guest speakers should have plenty to say on the subject. At the Boston College reception and dinner, speakers will include Dr. Robert C. Wood, Under Secretary, Department of Housing and Urban Development, and Governor John A. Volpe of Massachusetts.

At the college's seminar, the general managers of four key transit authorities will discuss current activities: Rush B. Lincoln, Jr., Massachusetts Bay Transportation Authority; Donald C. Hyde, Cleveland Transit System; John W. Dameron, Port Authority of Allegheny County (Pittsburgh); and B. R. Stokes, Bay Area Rapid Transit District.

At one luncheon, guests will be addressed by Sen. Randolph Collier of the California State Senate, and at another by G. Warren Heenan of the Toronto Real Estate Board.

way for two further extensions at a later date.

A high-speed interchange and turnback facility would also be added at the junction point with the existing Cambridge-Dorchester line within Boston itself. Construction costs for later phases of work on the South Shore line are estimated at $23 million.

• **Southwest median strip.** There are a number of complicated considerations in planning transportation southwest from the city: it's thought of as a prime growth sector; it's desired to replace the present Everett-Forest Hills rail transit line in the interests of urban renewal; and thought must be given to the possible role any line through here might one day play in Northeast Corridor rail service. In addition, the New Haven is performing some commuter services in this sector under contract to the MBTA.

As it is, a proposed Southwest Expressway has been approved for construction. MBTA's master plan, therefore, proposes a joint road-rail facility, with transit down the median strip of the highway, extending from the city's inner belt to Readville.

This new line would eventually take the place of the present one to Forest Hills, which it roughly parallels and joins at the outermost point. From that point, however, MBTA would extend the line in the near future to Roxbury and Route 1.

MBTA is asking for a $35-million allocation for work in this sector, going on the assumption of reduced costs in median strip construction.

Looking well into the future, the master plan also shows NH rights of way being used to bring this transit line out to the Route 128 belt highway, and perhaps still further bevond.

• **A new round of streetcars.** Leading west from the city is the Highland branch, now operated with PCC cars which are acknowledged to be obsolete. As an initial step, the plan calls for spending $9 million to replace these with more low-platform equipment—but in a more modern version.

This is called an initial step because studies are not completed of the long-range goals for service to the western sector. It's thought that improvement plans might eventually call for a high-speed transit line utilizing high-platform equipment.

There's another possibility in this sector that looks good on the map: utilization of the NYC's Boston & Albany tracks for transit service. But this was looked into, and engineering expenses for widening the right of way, no less than the assumption that freight will continue to be a big factor on this line, led MBTA officials to give that idea a back seat—at this time, anyway.

• **Northwest territory.** Commuter service contracts with the Boston & Maine are keeping alive the few passenger services that road has left. It's proposed in the MBTA plan to spend $55 million to extend the present Harvard-Ashmont transit line through Cambridge 2.5 miles to a point on an expressway, on the town boundaries of Arlington and Belmont.

Part of this extension utilizes B&M right of way, and from the same point, up to three of the latter's RDC car routes may be continued, probably in shuttle fashion.

New rolling stock would be added on this line, and the same junction point would be the site of some new yards and shops.

• **Up North.** On the Reading line, commuter service contracts with the B&M are likewise in existence. A new rail transit line already approved and under construction is the $26-million link between Haymarket Square downtown and Charlestown, by means of a new tunnel.

This northerly construction is actually only the first small phase of something much bigger which MBTA plans to get on with soon: Extension of the line beyond Charlestown along the B&M right of way to the Malden-Melrose boundary, for a total length of 6.5 miles. Cost of this extension would be $49 million.

Beyond that point, the same right of way may be used for a commuter shuttle service to and from Reading. The hope is eventually to continue still further up the same line to Wilmington Junction.

A bit to the west of this line, the B&M route as far as Somerville is due for an early changeover to rapid transit operation, at a cost of $9 million. Like the Highland branch, it will be operated with streetcar-like vehicles.

• **Down East.** On the northeast side, B&M contract commuter service will continue as before—but further studies will establish other alternatives.

The East Boston line out to Revere is the one rapid transit line where the size of the rolling stock requirement is already established. Twenty-four cars will be required to replace the present fleet on this line. The master plan shows a budgeted $20 million to finance this, as well as the streetcars.

The rapid transit cars will be far different in design from anything else presently on MBTA lines. Known specifications for the cars up to this point are that they be air-conditioned, have cross-seating, and speed capabilities up to 75 mph.

• **More buses, too.** For the MBTA district as a whole, about $9 million is being earmarked for purchase of 285 buses in the short-range program. A repeat order of the same size is to follow in the succeeding phase.

The master planners acknowledge in their report that they have to live with some restrictions in their range of choices. In view of the anticipated build-up of traffic, some projected distribution deficiencies downtown dictate assigning relatively lower priorities to two sectors—the northeastern and western—for extension of rapid transit operation.

As a long range goal, therefore, two things being considered are an additional downtown subway, and the modernization of the existing Central Subway.

And for the very distant future? The planners raise the prospect of ringing the area with a circumferential transit line. ■

Denver: Can roads do the job alone?

This auto-oriented city is taking stock of its future — and reexamining the role mass transit could usefully play.

Denver is the "boom-town" par excellence. First in mining and land development, then in tourism, finally as commercial center for the Rocky Mountain region, the city has gone through phase after phase of leaps-and-bounds growth. But if the boom is to continue, some kind of "boomlet" may have to take place in urban transportation.

The local bus company, Denver Tramways, has been caught in a tailspin on passengers and revenues. Although most of its 240-odd buses are less than five years old, riding dropped from 1964's 27.8 million passengers to 1965's 24.7 million. The system is still running in the black, but only just—and city officials are debating taking it over and operating it under lease.

The reasons for the decline are not hard to find, and they have important bearing on the steps Denver takes in planning any future transport setup.

Automobile registration is unusually high, population density is on the low side, and the suburbs are where the fastest-paced growth is.

The city has a population of about 500,000, with approximately 1.1 million people in the metropolitan area altogether. Automobile registration in the metropolitan area stands at about 500,000, and with one car for every two people, this is one of the highest per capita auto ratings in the U.S.

At the same time, population density is about 6,600 people per square mile within the city—rather lower than in other cities of comparable size, and considerably lower than in the biggest cities, such as New York and Chicago.

● **No place for transit.** In view of these facts, it's hardly surprising that the local bus company faces some tough sledding; nor is it surprising that city planners see no prospects for mass transit within the next five years or so.

What has raised some eyebrows, though, is that local officials so far have not raised their sights for the period beyond that. The Denver Metropolitan Area Transportation Study, prepared two years ago, projected a population of 2 million by 1980. Hand in hand with this projection, the Central Area Transportation Study predicted that only an urban freeway system would be necessary or economically justified.

According to this report, new highways would be built into and through the city, with an inner-belt expressway close-in to the core area. Local access ramps and huge parking lots would handle downtown distribution.

● **—on second thought?** This finding has been questioned in many quarters, both locally and in transportation planning circles elsewhere. The Executive Group of the Urban Land Institute's Central City Council unanimously adopted a resolution disputing the study finding.

Calling this finding "short-sighted," the ULI panel said, "Freeways are essential. However, they will not do the whole job. Furthermore, the panel is concerned that the proposed parking terminals will create tremendous design problems, if they are to meet peak-hour loading and unloading requirements without undue delays to the motorist."

The ULI resolution went on: "The panel considers it a mistake to write off rail rapid transit without further study. Subsidy will be required, whether it be for the highway and parking terminal system or for the rail transit. Therefore, additional study should be given in order that the city may know the comparative costs."

A similar viewpoint was expressed by the Downtown Denver Improvement Association: "Mass transit is increasingly of concern to this Association. Private automobiles cannot possibly carry all who must or want to come downtown."

A detailed critique of the local study findings came from Donald C. Hyde, General Manager of the Cleveland

Transit Authority, acting as a ULI consultant. The gist of his argument: "With the exception of Denver, no major city contemplating growth in the central business area is planning a transportation system which will destroy the existing balance between transit and automobiles."

"Even in Los Angeles," Hyde observed, "a city that has been built up around the automobile and a city without a dominant downtown area, a rapid transit system is being proposed to accommodate anticipated increase in travel to and from the city center."

"There is no single answer," he said, "to the question of moving masses of people in a great metropolitan area. The automobile must be supplemented by high speed public transit. Simply moving buses along a freeway will not solve the problem."

● **Still a boom-town.** In spite of the fact that suburban growth outstrips growth within the city, downtown Denver remains strong, and all indications are that the core area will continue to function as one.

In the last 12 years, $150 million in private investment has given the city dozens of new office buildings.

According to the Downtown Denver Improvement Association, about 50,000 people are employed downtown, and another 100,000 come downtown each day; both figures are projected to jump by at least one-third by 1980.

Work is going forward on a Skyline Urban Renewal Project that will rejuvenate a 50-block downtown area. New high-rise apartment buildings are making their appearance on the edges of the CBD.

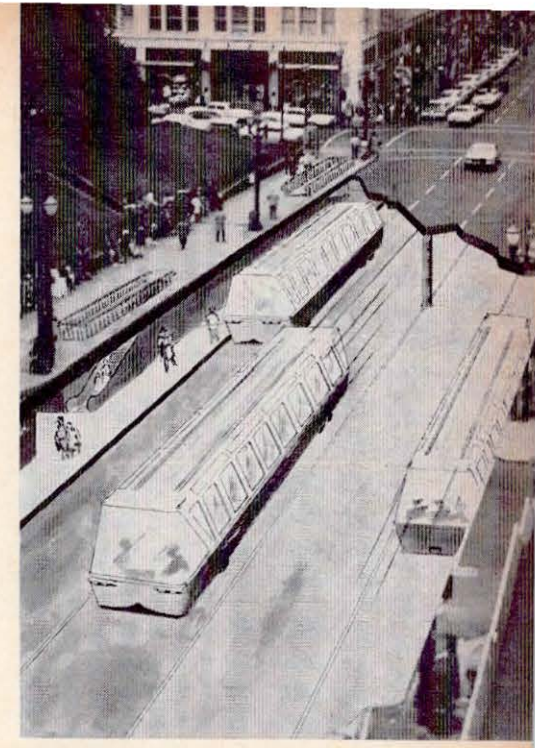
● **The outlook.** What do local leaders make of all this? Probably that the conclusions regarding mass transit will have to be revised. As it is, the mayor has a transportation committee at work updating the figures, and later this year some tentative conclusions should be turned up.

Downtown businessmen, predictably, are strongly in favor of measures to keep the city as healthy as the suburbs. Among planners, one senior official was heard to say: "We're not just going to concentrate on automobile traffic this time; we're veering more toward a study of community benefits."

But local observers warn that transit consciousness among ordinary citizens in this auto-oriented city is extremely low. So long as this is the case, they argue, and so long as the city is still some years away from the kind of congestion the bigger cities face, city hall will continue to give top priority to problems like water and sewage. ■

Portland weighs a subway proposal

City fathers have a choice of transit plans to sift through—including a downtown subway.



Like cities everywhere, Portland, Ore., is paying a heavy price for its own prosperity. A key Pacific Coast port with a rich hinterland and a metropolitan population of 900,000, the city has come face to face with that old bugaboo, urban congestion.

What's the answer? The Portland-Vancouver Metropolitan Transportation Study Committee set Simpson & Curtin, consulting engineers, to work on the problem.

Their initial report—released last week—tells the heart of the story. Portland — highly automobile-oriented until now—will have to start thinking again about public transportation. And in not too many more years, about mass transit—conventional rapid or otherwise.

It all began five years ago when the Oregon State Highway Department and the city's Metropolitan Planning Commission sponsored a transportation study of the metropolitan area.

● **Expensive—but cheap.** It was one of the state highway officials, incidentally, who suggested including consideration of rapid transit. He was quoted in local newspaper reports as saying that downtown districts of cities around the country were choking to death, and that going underground might be the answer:

"It'll be expensive, but so are freeways, and just about everything you attempt in this field today."

● **Across-the-board plans.** The Study Committee thus created brought in Simpson & Curtin for a look at the technical problems. The latter firm started preparing not one but a spectrum of proposals. According to Michael Ferreri, S&C's man on the spot, "We are preparing full reports for everything from merely a few more buses up to the subway proposal."

No one says that subways are in the cards for Portland at this stage. The population is coming to the point where full-scale transit could be considered, but traffic densities appear to be insufficient. Expressways and express bus lanes are a likelier proposition.

At a later stage? There are many "ifs"—not least regarding civic willingness to earmark important capital sums. But the region is a rapidly growing one, and a number of local officials have shown marked interest in the idea. So have the newspapers and representatives of the business and academic communities.

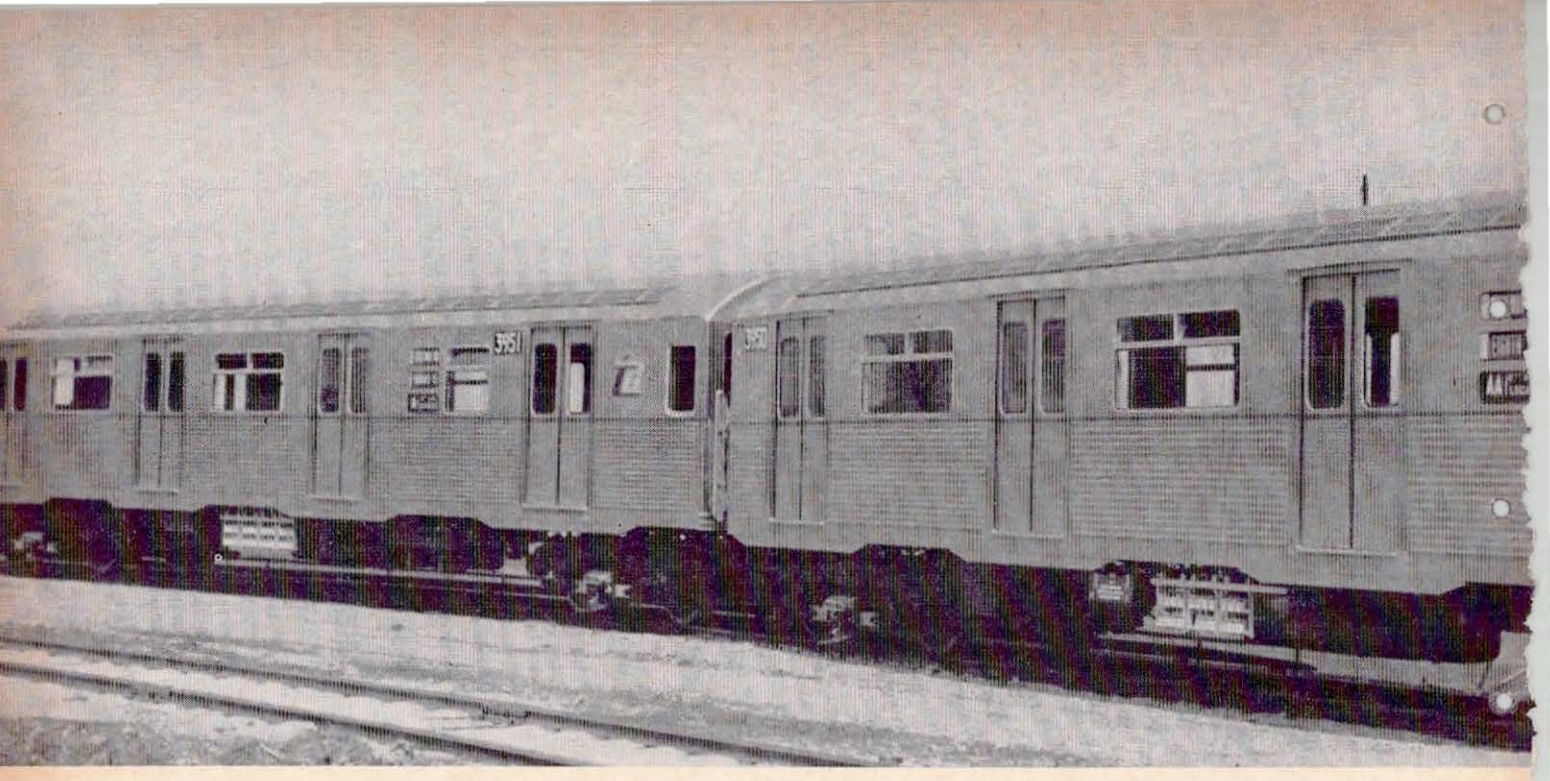
● **First rubber—then rail?** If Portland went for mass transit, what would it be like? In terms of the S&C scheme, a nine-mile-long system that would cost in the neighborhood of $100 million to build. The starting date would be a minimum of 15 years off.

Initially, there would be separate lanes for rubber-tired vehicles, probably electrically powered, to use on the proposed Mount Hood Freeway leading into the city. In the downtown core area, the vehicles would run underground in a broad loop, probably making stops in the South Auditorium urban renewal area, at Portland State College, and at some point in the heart of the shopping area.

They would continue on in a wide arc, recrossing the Willamette River and running on to the Lloyd Center, then doubling back onto the Freeway to close the loop.

If traffic keeps growing, conversion could then be made to a fixed rail system—and the rights of way and tunnels would be ready for the changeover.

Is it feasible? That's what Portland will be debating in coming months. ■



New York City gets new GSI composite-design subway cars

Equipment replacement begins on IND; older subway divisions already have 4,600 post-war cars.

New York City Transit Authority, now taking delivery of 200 new lightweight cars, is simultaneously pushing ahead with a planned replacement program and benefiting from the economies of a new design concept. The cars, costing $22.5 million, are rolling off the production line at the St. Louis Car division of General Steel Industries.

The new NYCTA Class R-38 cars are to make possible the retirement of 200 Independent (IND) division units. For several years the Authority has been working toward a policy of retiring all cars after they have seen 35 years of operation. Cars scheduled to go as the R-38 cars are delivered will be the first purchased for the IND division when its initial lines were opened in 1932.

• **First things first.** Equipment replacement on the IND is coming only after the older IRT and BMT divisions' car fleets had been up-dated. Over the past two decades NYCTA has purchased 4,800 cars—2,850 of them for the IRT. New York subways are operated with over 6,000 cars.

It has always been necessary for NYCTA to own two distinct car fleets. Because of the smaller tunnels on the older IRT division, its cars are almost 10 feet shorter, over 14 inches narrower and several inches shorter than the larger cars which may be used interchangeably on the IND and BMT.

• **Capacity over 200.** IND-BMT cars, including the new R-38's, are 60½ feet over coupler pulling faces, 10 feet wide and almost 12 feet 2 inches high. All cars built for these lines over the post-war years have had longitudinal side-wall seating for 50 passengers and a maximum practical capacity, with standees, of 220.

A composite construction of stainless and low-alloy steels and aluminum is utilized in the R-38 cars. Underframe and carbody framing are low-alloy, high-tensile (LAHT) steel. Exterior sheathing is stainless—corrugated metal from side and end sills to window line and flat sheets above that point. The roof is flat aluminum, finished to match the stainless. Roof ends are molded fiberglass.

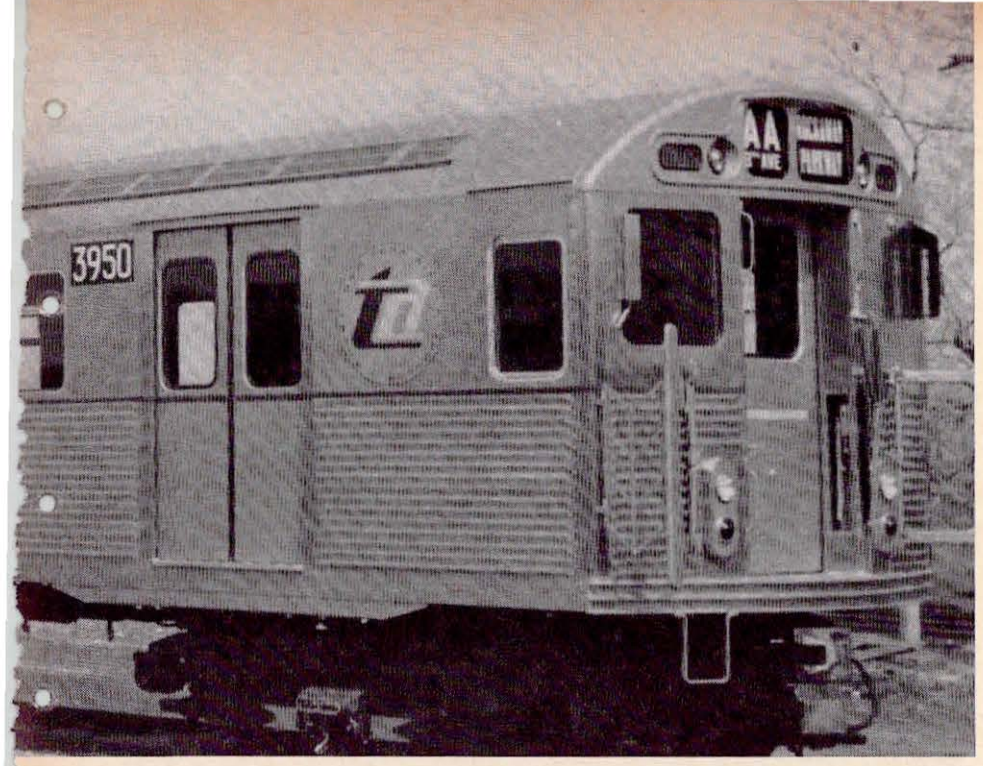
• **Composite construction.** The composite construction of the R-38, according to NYCTA officials, represents a balance of operating and maintenance economies, combined with an economical first cost. In announcing the order 15 months ago, Chairman Joseph E. O'Grady noted that composite construction was enabling NYCTA to pay $10,000 less per car than had been paid for essentially all-stainless units ordered two years earlier. Unit price for the R-38's was given as $112,763.

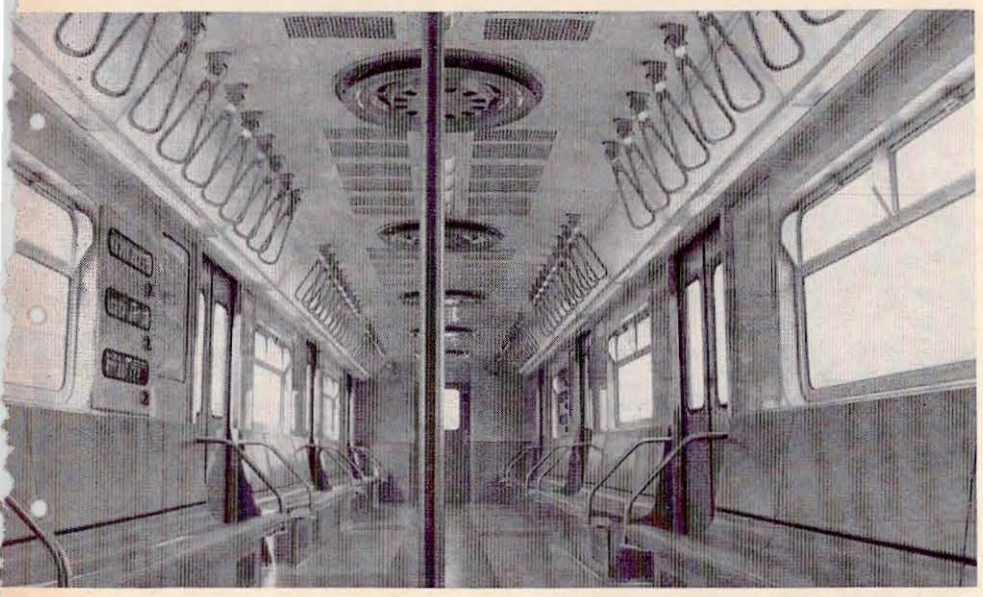
The penalty of weight, an estimated power cost of $2,000 per 1,000 extra pounds over a car's 35-year life, and the need for periodic repainting of LAHT cars have produced NYCTA's continuing interest in lightweight, corrosion-resistant metals. The composite car, which will require a "moderate" amount of painting was rated more economical than either all-LAHT or all-stainless construction.

• **Fiberglass ends.** A decorative narrow blue stripe just below the windows separates the corrugated from the flat stainless sheathing.

Car interiors are finished in light and dark aqua with the molded plastic seats an off-white. Flooring is vinyl asbestos tile. All cars are fitted with transistorized public address systems.

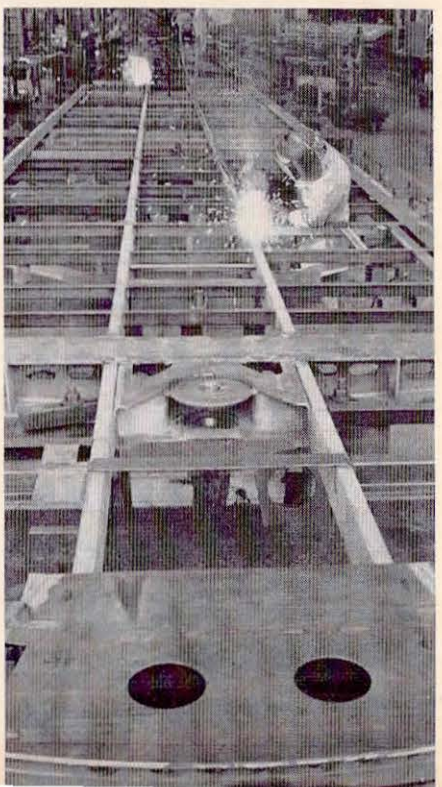
Standard NYCTA equalized trucks of cast-steel design with primary and secondary coil-spring suspensions are used. Each axle is powered by a 100-hp traction motor capable of accelerating the car at 2.5 mph per second to a 50-mph top speed. Primary retardation is accomplished by the dynamic braking system which is supplemented by pneumatically actuated tread braking in the low-speed range and for bringing cars to a complete stop.





SERVICEABLE, ATTRACTIVE interiors are goals which NYCTA works to achieve. Side-wall seating is now utilized exclusively.

LOW-ALLOY STEEL UNDERFRAME is assembled in inverted position prior to going on assembly line; plant can now work stainless steel.



Cars, each with a single operator's cab, are semi-permanently linked in two-unit sets. One car has the air compressor for both units; the other carries the battery and charging system.

● **New St. Louis shop.** The R-38 cars are the first to come from the stainless-steel production facilities recently added at St. Louis Car. With the addition of this capability, St. Louis officials report the plant is fully equipped to assemble cars of all contemporary carbuilding metals and plastics. ■

PARTIAL LIST OF SPECIALTIES

Truck castings—side frames, bolsters, etc.
Adirondack Steel Casting Co.
General Steel Industries, Inc.

Truck springs
American Steel Foundries

Wheels
Armco Steel Corp.
Bethlehem Steel Corp.
Standard Steel Works

Axles
Bethlehem Steel Corp.

Journal bearings
SKF Industries, Inc.

Draft gears, body side bearings
Waugh Equipment Co.

Couplers
Westinghouse Air Brake Co.

Equalizers
Canton Drop Forging & Mfg. Co.

Air brake equipment
Westinghouse Air Brake Co.

Brake shoes
Abex Corp.

Hand brakes
Ellcon-National, Inc.

Clasp brakes
American Steel Foundries

Heating and ventilating controls
Vapor Corp.

Ventilating fans
Westinghouse Electric Co.

Seat cushions and backs
General Seating Co.

Stanchions, handholds, seat barriers
Ellcon-National, Inc.

Aluminum side, end and cab doors, including hangers and side sash
O. M. Edwards Co.

Side, end and cab doors, including hanger
Morton Mfg. Co.

Side sash
Adams & Westlake Co.

Side and end door thresholds
Safe-T-Metal Co.

Door control and signal equipment
Power Controls Div.,
Midland-Ross Corp.
Vapor Corp.

Door locks and miscellaneous hardware
Jas. L. Howard & Co.

Windshield wipers
Sprague Devices, Inc.

Electrical propulsion and control equipment
General Electric Co.
Westinghouse Electric Co.

Batteries
Electric Storage Battery Co.

Lighting fixtures
Luminator, Inc.

Marker lights
Lovell Dressel Co.

Front and side destination signs and front-end route signs
Transign

Public Address systems
Sound Systems Inc.

TRANSIT ROUNDUP

Golden Gate's transit go-go

The Bay Area Rapid Transit District, as everybody knows, is well along with construction of its $1-billion regional transit network. In addition to this, however, another $300-$400 million may go into a vastly improved city transit distribution network.

Consultants Simpson & Curtin recommended to the Public Utilities Commission a $96.5-million bond issue for the modernization and expansion of the Municipal Railway—the "Muni."

This would be the initial step in a conversion program to rapid transit which John Curtin promises would put one-fifth of the city's population within walking distance of rail transit, and four-fifths within short bus feeder access.

The bond issue—already endorsed by the PUC—would be for short-range improvements, such as upgrading and extending the existing cable car network downtown, rerouting lines for better connections with the coming BART system, and similar steps.

Over the long range, however, there would be modernization and extension of existing subways and tunnels, shops and yards, purchases of new rolling stock (including 100 transit cars), installation of an automatic fare collection system, and an electronic telemetry system for monitoring movement of vehicles.

The first part of the proposal, the bond issue, goes to the Mayor and Board of Supervisors for approval, before being placed before the voters in a referendum this coming November.

Both Muni and BART, as well as the AC bus transit system, are involved in the Northern California Transit Demonstration Project—an attempt to make sure that one hand knows what the other is doing. Fares and services will be coordinated to the fullest extent practicable.

Los Angeles

An important hurdle in the drive to bring rapid transit to Southern California has been passed.

The state legislature passed and Governor Edmund Brown signed a bill authorizing $3.9 million for finalizing engineering studies of routes for the coming rail network.

A companion measure, which would have authorized bonding powers for the Southern California Rapid Transit District, died in Sacramento. SCRTD officials do not regard this as a setback, however, since they are anxious first of all to finish up engineering studies and then prepare for the bond issue.

When is action likely? Said one SCRTD man: "We expect to be ready to go with a bond issue in '68." The amount of money to be involved: in the neighborhood of $800 million.

Philadelphia

Stockholders of the Philadelphia Transportation Co. disapproved sale of its subway to SEPTA—the regional mass transit authority.

The move was vetoed by a narrow margin, but it effectively stymies SEPTA plans to coordinate all transit and commuter lines in southeastern Pennsylvania. The matter is due to go to the courts.

On the other side of the river, however, the news is better: Delaware River Port Authority officials report good progress on their 11-mile line from Camden to Lindenwold.

Bids are being prepared on three civil engineering contracts together worth over $6 million, which will bring the amount of money committed to $51 million, out of a total project cost of $73 million.

On the heels of the award of the order for 75 cars to Budd, the contract for the basic train protection system and wayside portions of the automated train-running system went to Wabco's Union Switch & Signal Division.

The contract for combined line supervision, supervisory control and communications system will be open for bidding July 1; the power system and electrification contract will be tendered in August, along with contracts for substations.

On the recommendation of consulting engineers, cross-ties will be pre-stressed concrete, and this contract will be let very shortly.

Target date for completion and start of operation is mid-1968.

Honolulu

Strap-hang your way to a luau? It's not so far-fetched: Two consulting firms have been called in to study mass transit alternatives in Honolulu and the surrounding region on the island of Oahu.

Montreal

North America's newest transit system is due to open this fall in Montreal—and some lucky visitors got an advance peek.

The Montreal Transportation Commission invited civic officials and press representatives on a two-hour ride on a 2.6-mile segment of the coming 15-mile rail network. Consensus of reactions: "Wow!"

ATA

Transit officials from all over the U.S. and Canada gathered in Toronto May 16-20 for the American Transit Association's rail group conference.

They were the guests of the Toronto Transit Commission for a tour of the TTC shops and yards, and of Sylvania Electric, for a demonstration of the latter's Kartrak automatic car identification system.

HUD

Transit needs a willing ear in Washington—and the newly-formed Transportation Advisory Committee to the Department of Housing and Urban Development should help.

The committee, headed by Charles Haar, Assistant Secretary for Metropolitan Development, has the task of liaison work between the industry and HUD, in developing urban transportation programs.

Others on the committee include American Transit Association Executive Vice President John C. Kohl; Donald C. Hyde, general manager, Cleveland Transit System; and William Lassow, assistant to the chairman, New York City Transit Authority.

—Joe Asher

AARS annual meeting will stress people-to-people communication

Superintendents to hear discussions of communications aspects of training, safety and data processing.

The most frequently heard word in Chicago railroad circles this week may be "communication."

Members of the American Association of Railroad Superintendents come to town June 8 for three days of meetings—and of the five principal subjects up for discussion, one deals entirely with the need for improved communications and three involve operations which depend heavily upon communications for their success.

Main element in the people-to-people communications study will be a report prepared by a committee headed by Great Northern Superintendent P. F. Cruikshank. And it's the committee's aim to explore all routes of communications—up-and-down between superintendent and employees, top-down and bottom-up in the whole management structure, and horizontally.

● **Important — and neglected.** Basic to the approach is a comment by GN President John M. Budd: "To my mind, communication is one of the most important and one of the most neglected areas in the railroad industry."

GN's president is slated to participate in a discussion on communication, along with J. A. Paddock, special representative, Association of Western Railways; C. J. Dover, manager-communication, Chrysler Corp.; and H. C. Kohout, regional manager, PRR.

Cruikshank's group, in its report, concentrates on two major phases of the problem:

—An over-all examination of effective means of improving communication between people.

—A study of "how management can become more competent in its communication within its own organization and with its employees."

The opening point is an obvious one, but one which may still be overlooked: "The biggest block to personal communication is man's inability to listen intelligently, understandingly and skillfully to another person. This deficiency is widespread and appalling. Of all the skills that need to be developed, none is more important than the ability to listen carefully, in order to achieve the full understanding of the information received, to take action quickly based on this understanding and to communicate the results of such action to the individuals involved."

● **A test to try.** The association's communications committee recommends an experiment to illustrate the point about listening: "Each person can speak up for himself only after he has first restated the ideas and feelings of the previous speaker accurately to that speaker's satisfaction. If you try it, you will find that it is one of the most difficult things you've ever tried to do. But you will also find the emotion going out of a discussion, the differences being reduced and those differences which remain being of a rational and understandable sort.

"This takes courage. You run the risk of being changed. You might see things the other way. You might find yourself influenced in your attitudes or your personality.

"There is a second obstacle. It is just when emotions are strongest that it is most difficult to achieve the frame of reference of the other person or group. Yet it is then that the attitude is most needed if communication is to be established."

As the committee sees it, "the major barrier to communication is our very natural tendency to judge, to evaluate, to approve or disapprove the statement of the other person or the other group. . . . Your primary action is to evaluate it from your point of view, from your own frame of reference."

● **Where organization fits.** Bolstered by the findings of a number of experts in the communications field, the committee moves into a review of why people organize and what the organizations do and how good communications can work to the benefit of both management and employees.

Then comes an analysis of the communications problems of leadership, with an assessment of both bad and good situations:

"The primary source of dissatisfaction in any work group is invariably supervision—first-, second- and third-line supervision. Railroad management . . . likes an autocratic supervisor. Management does not realize how bad some of its supervision is, because it never gets the true story from the employee.

"The manager can engage in a realistic morale-building program. Such a program will include the elimination of legitimate grounds for employee grievances or, if this is impossible, the exploration of why it cannot be done. Most difficult, but also most urgent, in this area is the prompt removal of incompetent, weak or authoritarian first- and second-line supervisors. They may be technically proficient, of long service and loyal, but if they can neither guide nor support their subordinates, they must go. It may not be necessary to discharge such employees, but they should be removed from a supervisory capacity.

"When skillfully handled, man-to-man, oral communication between the boss and his subordinate is the best form of management communication. However, most supervisors have little skill or inclination to be effective communicators on any topics other than those narrowly job-oriented."

On the good side of the picture, the committee, says, "much of the time of a good administrator is spent in facilitating the process of communication and in gaining the whole-hearted cooperation of men. Many of them are not logically articulate, but they have appreciation for a point of view different from their own. Not only can they appreciate the fact that a person can be different from themselves, but also and more important still, they can accept his right to be different.

● **What happens to ideas?** "Railroad people are full of ideas, many of which are offered to the company and are of considerable value. When such ideas are squelched at a low level because of the lack of imagination on the part of some supervisor, the company will suffer. Top management must ever be on the alert to recognize this difficulty involving leadership in communication and to correct such situations when they are discovered."

Then there's the matter of the orientation of the supervisor. The AARS committee notes that "the front-line supervisor, like each individual in the modern industrial structure, is painfully tutored to focus his attention upward to his immediate superiors and the logics of evaluation they represent, rather than downward to his subordinates and the

LUTHER MILLER

AS THE EDITOR SEES IT...

CLOUDY DAYS ALONG THE POTOMAC—On the theory that what LBJ wants, LBJ is very likely to get, most Washington pundits are predicting that Congress will honor the President's request for creation of a Department of Transportation at the Cabinet level. But there are disturbing signs that the meatiest part of the proposed legislation—Section 7—may either be rendered so bland as to be ineffective, or eliminated altogether.

Section 7 is entitled, "Transportation Investment Standards." It would require the Secretary of Transportation to develop "standards and criteria consistent with national transportation policies, for the formulation and economic evaluation of all proposals for the investment of federal funds in transportation facilities . . ." It would, however, leave the final say on such investment to the President and to Congress.

Now who could argue with that? The answer is, those who have been on the receiving end of the $60 billion the federal government has invested in domestic transportation since World War II—that's who. And, not for the first time in this imperfect world, they may carry the day.

The opponents of Section 7 fear that it would give the Secretary the opportunity to discriminate against some transportation modes in favor of others. Even italics can hardly do justice to that version of the twist.

Apparently in the interests of consensus, the Administration is reported ready to tone down, or even take out, the offending language. The question before the house is this: Is consensus an effective substitute for common sense?

LBJ SHOULD READ LBJ—During the 17 days of committee hearings on the Transportation Department bill, cogent arguments were presented—by such interested bystanders as the AAR's Dan Loomis and Jersey Central's Perry Shoemaker—in favor of Section 7. "It is not enough," Mr. Loomis pointed out, "simply to go on adding to the sum total of transportation capacities on the mistaken assumption that the more that is supplied of whatever kind, the stronger will be the resulting national transportation system. There is no economic strength in mere multiplicity of transportation facilities." Mr. Shoemaker, a long-time and eloquent advocate of government economy, found it of the highest importance that "the government cash drawer not be open to the pressures of special interest groups for projects and facilities not evaluated as being in the over-all national interest of equity to all forms of private enterprise transportation and its users."

But the President need go no further than his own recent Message to Congress to find the argument for Section 7 stated in its simplest terms. Without such control over investment, the President declared, "the result is waste—of human and economic resources—and of the taxpayer's dollar. We have abided this waste too long. We must not permit it to continue." Amen, and over and out.

Q & A AND WHO REALLY CARES?—The name of the game is "Trivia," and it's sweeping the country. The object seems to be to supply information that is totally unuseful, irrelevant and uncalled for. In the spirit of the times, we submit the following candidates from our own field: Q. What did Orville Wright, co-inventor of the airplane, invest his entire fortune in? A. Atchison, Topeka & Santa Fe common. Q. Who was the first to call the steam locomotive an Iron Horse? A. Sitting Bull. Q. What governing body once passed a law ordering conductors on Sunday trains to read a portion of the Holy Scriptures to all passengers? A. The Vermont Legislature. Q. Which former president of the Detroit, Toledo & Ironton sued the Chicago Tribune for calling him "ignorant," and won damages of six cents after telling a jury that he thought Benedict Arnold was a writer and the American Revolution took place in 1812? A. Henry Ford.

feelings they have. The crux of the front-line supervisor's problem is that he is constantly faced with the dilemma of (1) having to keep his superior informed of what is happening at the work level (in many cases so that his superior may prepare in turn for the unfavorable reaction of his superior and so on up the line); and (2) needing to communicate this information in such a way that it does not bring unfavorable criticism on himself for not doing his work correctly or adequately."

Moreover, the committee says, "several studies have shown that front-line supervisors are often conspicuously unaware of the company's broad communication objectives and thus are uncertain as to what their particular role in communication should be."

● **Weakness in multiple.** One of the big problems that grows out of this, the AARS group declares, is that "in any supervisory hierarchy, weakness begets greater weakness. If a supervisor is weak, his subordinates will tend to be even weaker. Since weak supervision is the prime source of poor employee morale, numerous companies harbor built-in guarantees of continuing labor unrest."

Involving the members of an organization in the pursuit of clarifying the organization's goals and in establishing a meaningful identity for the firm, Cruikshank's committee says, "is, perhaps, the soundest process for tapping the wells of productive energy. [But] in the railroad industry, we have a particularly difficult time along these lines because our supervisors and work forces are, for the most part, widely scattered geographically and dispersed into relatively small groups.

"Top executives are almost totally insulated from what is actually taking place in their enterprises. Actually, most levels of supervision are less communication centers than communication barriers. In addition, many departments of a company, such as traffic and operations, are frequently less inclined to be cooperative allies than to be bitter rivals for power, recognition and executive favor. Hence, communication between them is often poor."

● **Target: Meaningful discussion.** With its extensive statement of the problems, the committee offers several suggestions as to how communication may be improved—but the main aim of the report is to spark active discussion when the committee makes its presentation on the afternoon of June 8.

Three other AARS committees will also be making reports on problem-areas in which the quality of communication is an important factor. One

(Continued on page 32)

SERVOSAFE detection means...

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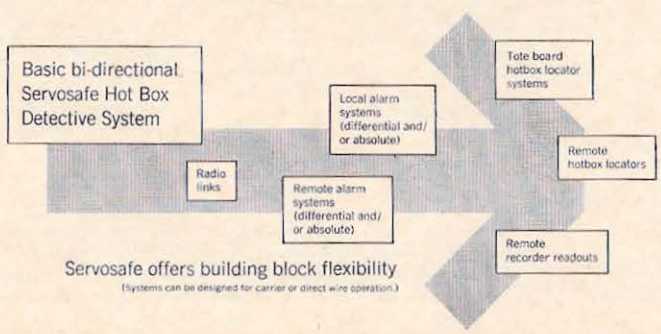
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When turbine trains fly down the track at 160 mph, it's because they're made of aluminum. Alcoa® Aluminum, the airplane metal.

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Speed really counts in the Northeast Corridor project, where the cars will be tested. They have to be fast and light. That's where aluminum comes in. Aluminum cuts the weight *nearly* in half. The turbine trains are about one third the weight of plain trains.

The cars are designed on aerodynamic principles. Glass-beaded Alcoa Aluminum Sheets skin the sleek aircraft-like, longeron-constructed frames. The underside is skinned with aluminum to cut drag. Jet-type interiors and seats are Vynalate* Sheet, Alcoa's own laminate of vinyl and aluminum.

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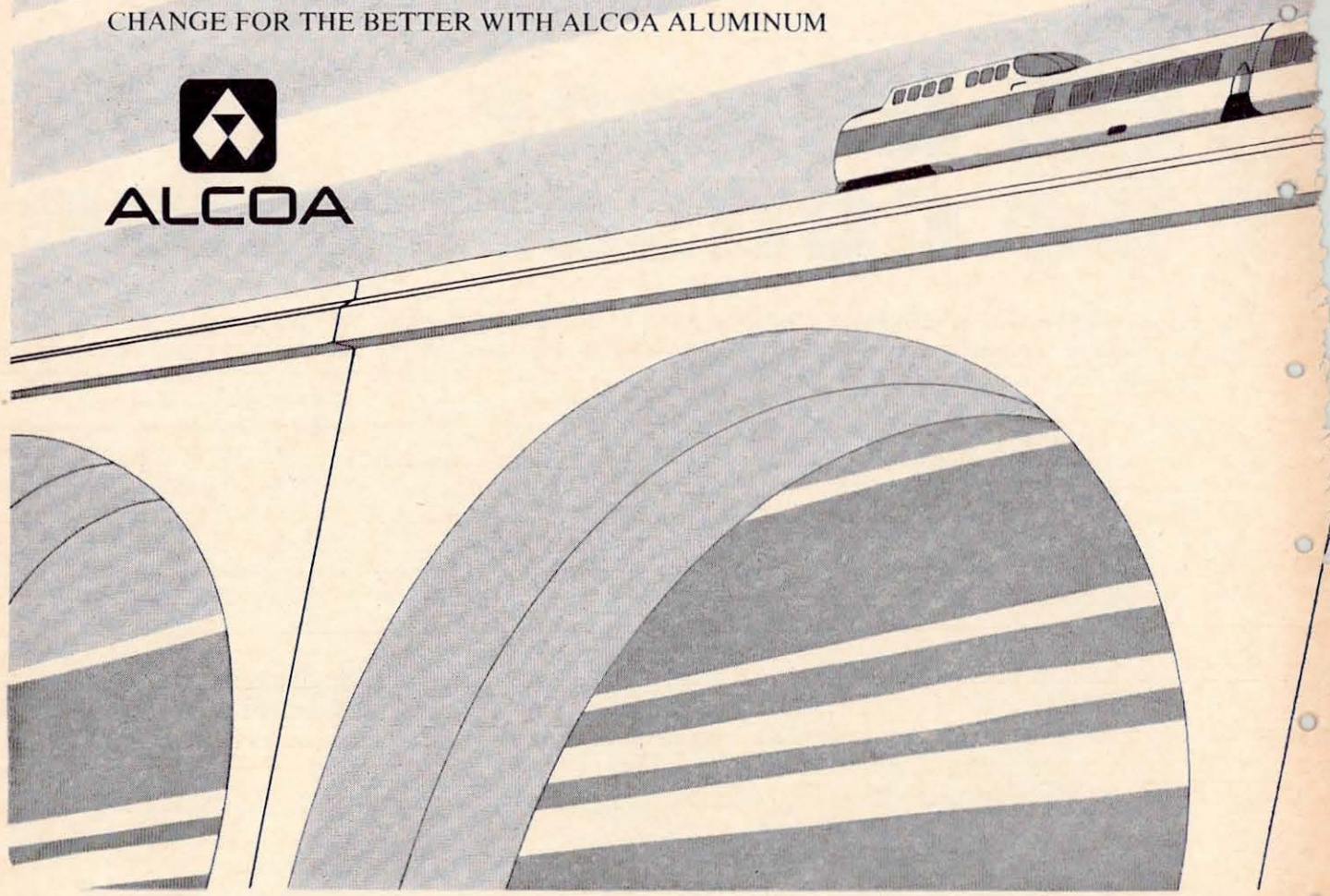

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WATCHING **WASHINGTON** WITH WALTER TAFT

TAFT

RATE FREEDOM FRIEND, RELATIVELY—Commissioner Howard G. Freas' decision not to seek reappointment to the ICC (RA, May 23, p. 40) will take from the commission one of its more liberal advocates of rate-making freedom. It's speaking relatively, of course, to say that any member of the Commission is an advocate of rate-making freedom as the railroads want it. No commissioner is on record as disagreeing with the Commission's general rule that fully-distributed cost should be the identifier of the low-cost mode of transportation in a competitive rate case. The railroad position is that fully-distributed cost has no proper role in such a case. The industry argues that the only test should be whether a proposed rate exceeds out-of-pocket cost and looks compensatory in the sense that it would improve net income.

Freas' relative liberality has been pointed up especially by his insistence that full costs of subsidized carriers should include what the government spends to build facilities for their use. He has also been more ready than most of his colleagues to recognize exceptions justifying departures from the full-cost approach.

THE PUBLIC-COST ISSUE—The latest Freas comment on the public-cost issue came in the Commissioner's May 12 message to the annual meeting of the Association of Interstate Commerce Commission Practitioners. He identified the matter as one of the major transport problems which remain unsolved. "In my opinion," he added, "the cost of performing a given service is the true economic cost, no matter by whom it is satisfied."

SUBSIDY IS COMPETITIVE FACTOR—Freas went on to explain that he does not think subsidized carriers should charge rates reflecting the true economic costs of their services and pocket the difference between those rates and their own costs. What he does mean is that costs which subsidized carriers avoid "should be considered in computing their costs for the purpose of determining the most economical mode in competitive situations."

This issue came prominently to the fore in the so-called Big John case wherein the Commission finally cleared Southern's reduced rates for multiple-car shipments of grain in Big John hoppers. The original decision, issued in January 1963 by the Commission's Division 2, took public expenditures into consideration in determining the full costs of Southern's subsidized competitors. Freas was chairman of the Division and wrote this decision. It was unanimous, so the Division's other two members—Commissioners Abe McGregor Goff and John W. Bush (now Commission chairman) agreed with the determination as to public costs. The idea was rejected by the entire Commission, but court decisions finally prompted it to find other reasons for approving the Big John rates.

READY TO SPOT EXCEPTIONS—Freas' disposition to clear exceptions to the full-cost approach was exemplified most recently in the Ingot Molds case. (RA, Dec. 13, 1965, p. 12). That case, I&S No. 8038, is now in the courts—on its way to fame as a precedent-setter on rate freedom. In it, the Commission condemned reduced railroad rates published to bid for shipments of ingot molds moving over truck-water routes from Pittsburgh, Pa., to Steelton, Ky. The decision was another reversal for Freas and his Division 2. The Division had found an exception to the full-cost rule justified because the barge lines were voluntarily maintaining their proportion of the truck-water rates below their own full costs.

Freas' reaction to the reversal came in a dissent which accused the Commission of having resumed its pre-1958 practice of indulging in the "arbitrary allocation of traffic" among competing modes of transportation. This practice was supposed to have been proscribed by the 1958 Transportation Act's rate-freedom provision, now Section 15a(3) of the Interstate Commerce Act.

(Continued from page 28)

group—headed by B. L. Miller, superintendent-transportation, Grand Trunk Western—takes up the matter of employee and supervisory training. And Miller's panel has this to say:

"The most critical time for any employee is the so-called breaking-in period. First impressions are lasting impressions. The new employee generally has an open and receptive mind. He should have some initial enthusiasm with respect to a new job, and we should take advantage of this period and impress upon him, in simple language, the importance of the individual's contribution to the end result. If we are successful in getting the new employee off on the right foot, we reduce the possibility of a high turnover rate and, at the same time, we will be developing the proper attitude, which is probably the most important single objective of any training program.

- **How to succeed.** "The success or failure of any training program rests almost 100% with those charged with the responsibility for conducting it. The finest material and most elaborate programs are worthless if the person or persons in charge fail to communicate."

In addition to the coverage of communications aspects of training, AARS members will be looking at communication involvement in the promotion of safety and in the more effective utilization of data-processing techniques by operating personnel. Reports will be presented by committees headed by J. A. Bonelli, manager of safety, Pennsylvania; and by R. R. Brown, general superintendent, Milwaukee. A fifth AARS report, on piggyback and profits, will be given by a group headed by T. G. Swartzlander, superintendent-Truc-Train operations, Pennsylvania.

The superintendents' annual meeting will open with the traditional charge to the superintendents, to be given this year by E. T. Horsley, carrier member, First Division, National Railroad Adjustment Board.

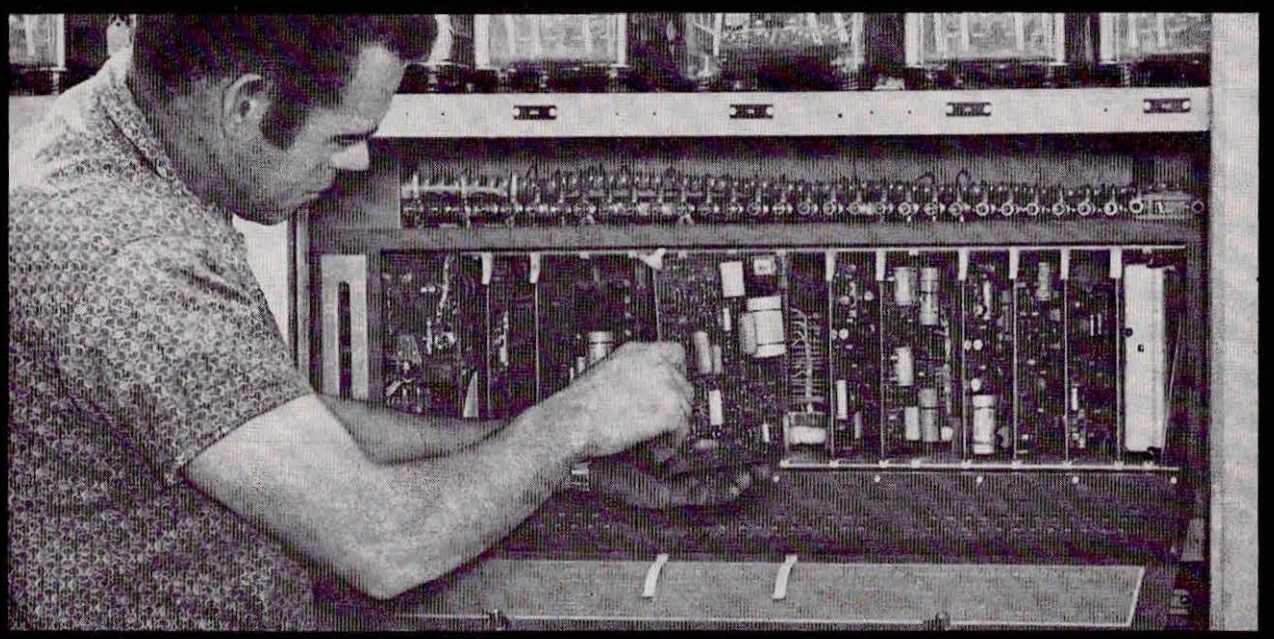
The schedule calls for presentation of reports on data processing and communications on opening day, with discussion of presentations on training and safety slated for June 9 and the piggyback report set for June 10.

The annual AARS luncheon meeting will be held June 9, with W. P. Coliton, president of Chicago South Shore & South Bend, as principal speaker. Association members will tour the Electro-Motive Division plant at La-Grange, Ill., on the afternoon of June 9.

President of the association for 1965-66 is W. W. Weber, superintendent, Chicago South Shore & South Bend. ■

MARQUARDT GCP SERVICE IS "MODULAR"

FIELD MAINTENANCE IS SIMPLIFIED



The Marquardt Grade Crossing Predictor (GCP) continues to demonstrate reliable operation, ease of installation and maintenance, and low cost on the major railway networks at more than 650 grade crossings throughout the United States and Canada.

While the GCP is a product of advanced electronics, signal maintainers at Marquardt GCP installations know its ease of field service maintenance. Designed on a modular concept to simplify installation and operational maintenance, the GCP is centrally located at the crossing. The module requiring attention is simply located, removed, and replaced with a complete plug-in unit.

The GCP is a solid state analog control system which computes speed and position of an approaching train, predicts its arrival at the crossing, and activates the warning system. It eliminates most of the insulated joints, complex timing circuits and additional track batteries required for conventional crossing protection equipment. Insuring fail-safe operation is a self-check system which monitors GCP performance every five seconds.

For complete details on how the GCP cuts operation and maintenance costs, write or call your Marquardt representative today.

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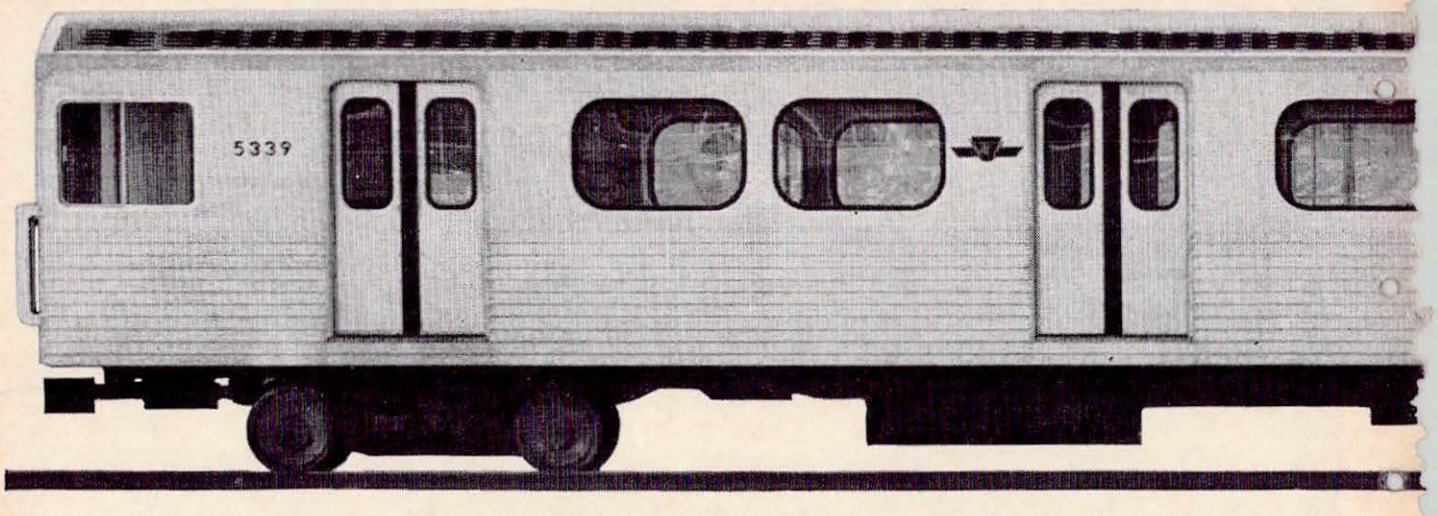
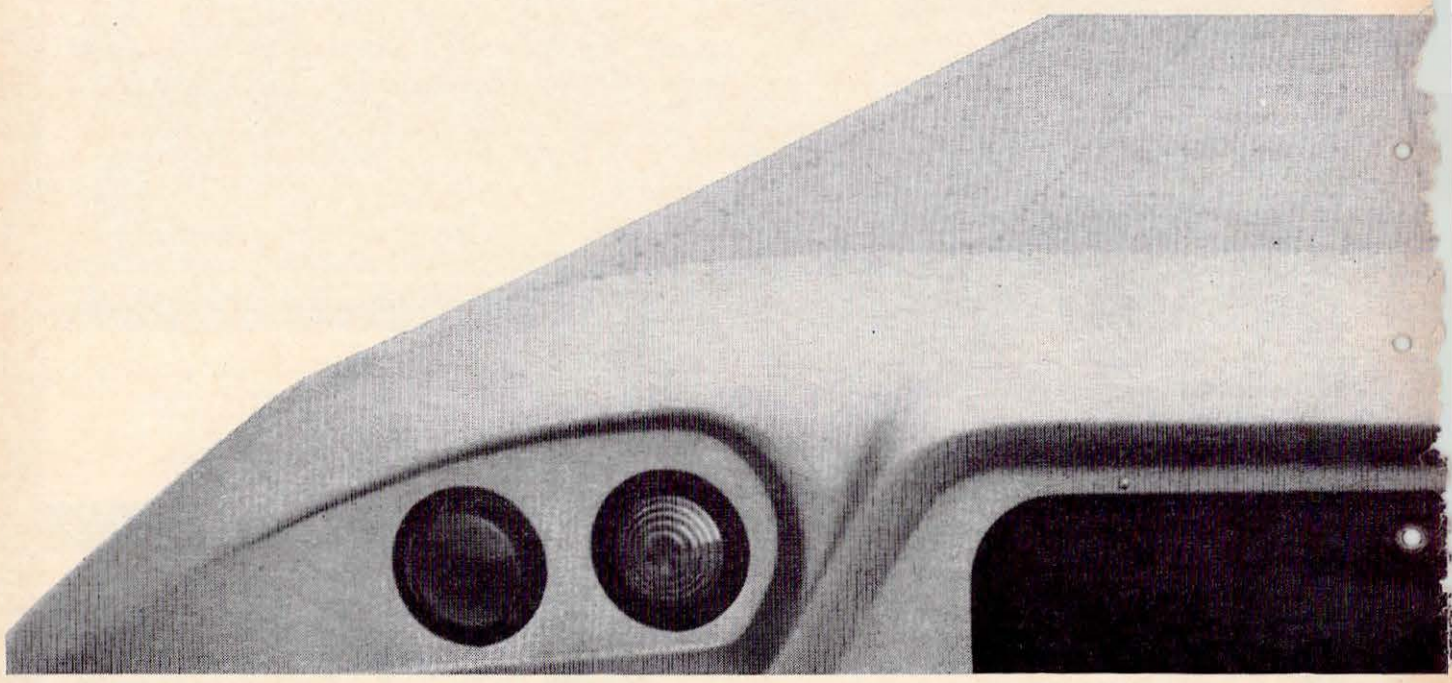


uses the world's widest ...for a seamless,

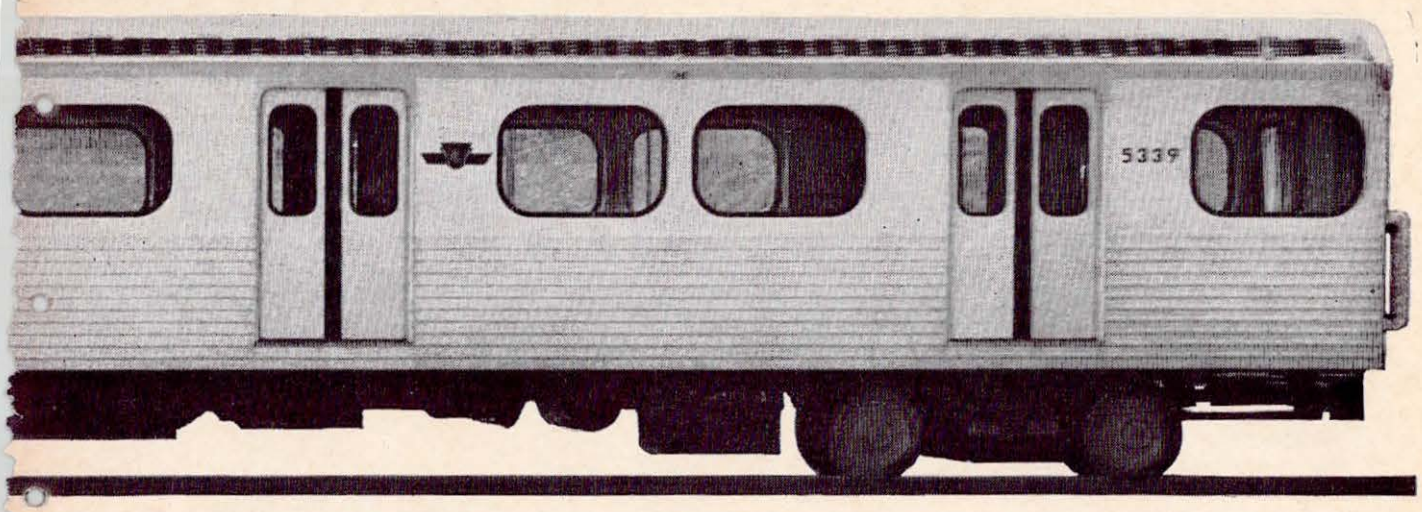


The Toronto Transit Commission's new 75 ft. long subway cars are not only the longest ever built—they're among the lightest. And one of the big reasons is that they use aluminum, most of it Reynolds Aluminum.

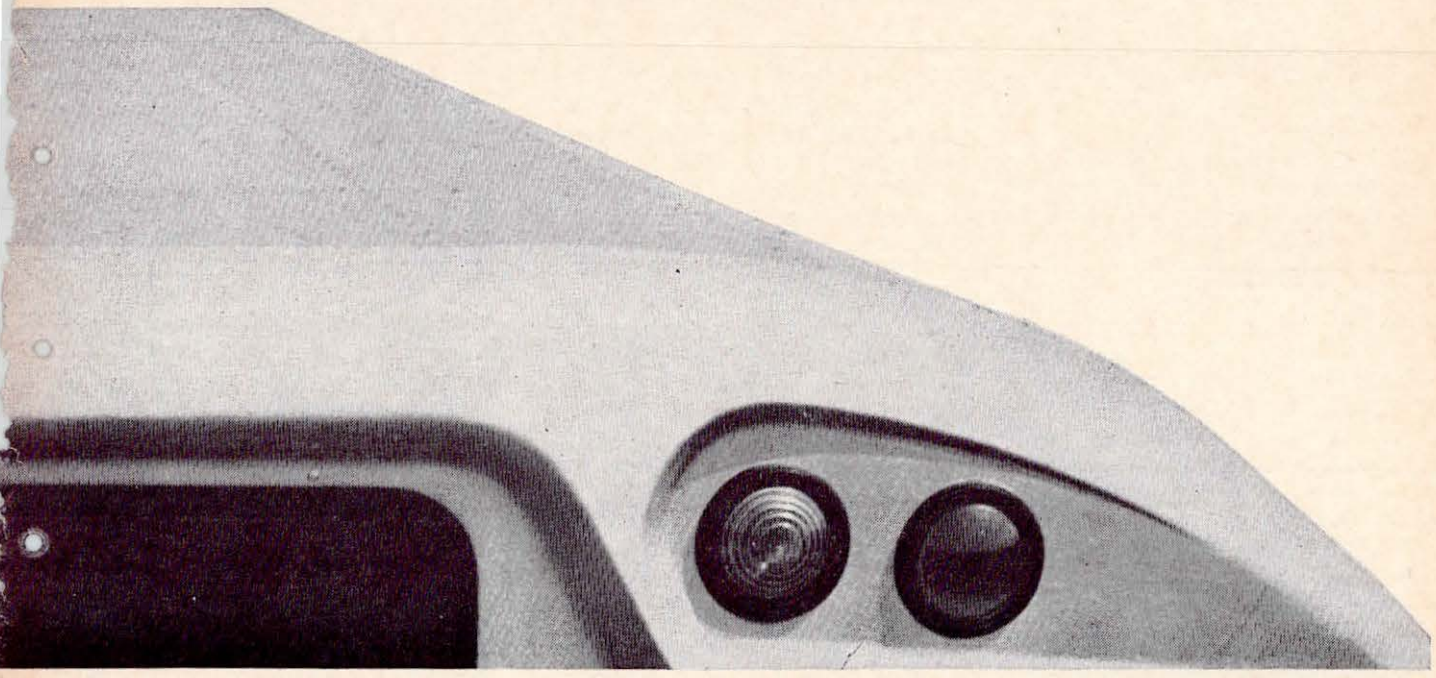
By slashing an estimated 10,000 lbs. of deadweight from each car, aluminum will help reduce operating costs for the TTC. And Reynolds Aluminum gave the car designers and builders some other advantages. Because Reynolds can supply aluminum sheet that is 106 inches wide—the widest made—the Toronto subway cars have seamless, one-piece roofs. The main, center section of each roof is a single sheet of Reynolds Aluminum, 106 in. wide by 74 ft. long. Roof seams are eliminated, as is much of the riveting.

Also made of Reynolds Aluminum are the car side skins, roof louvers, interior moldings and ductwork, and parts of the end caps and window frame inserts. These aluminum components will reduce maintenance costs throughout the life of the car because aluminum never rusts, it resists corrosion, never needs protective painting.

subway car



aluminum sheet weight-saving roof



The new Toronto Transit Commission subway cars were designed and built by the Canadian Car Fort William Division of Hawker Siddeley Canada, Ltd. Reynolds Aluminum Company of Canada, Ltd., worked closely with the TTC and Hawker Siddeley as major supplier of aluminum for these cars.

More and more Reynolds Aluminum is being used to reduce deadweight, operating and maintenance costs in rail equipment of all kinds. Leading car builders and equipment manufacturers are utilizing aluminum's advantages to offer lighter, stronger, more efficient rail equipment. Ask your supplier for details, or write *Reynolds Metals Company, P.O. Box 2346-TM, Richmond, Virginia 23218.*

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LETTERS FROM READERS

The French have a word for it

Arcadia, California

To the Editor:

The proposed Boeing 747 monster plane is hailed as a new era in air travel. It is a flying theatre, barn or warehouse. It certainly has grown from the canvas, wood and wire crate of fifty years ago.

In these fifty years the plane was carefully nursed by an alphabet soup of government airline coddling agencies. It still thrives on a diet of passenger trains, fed to it as fast as they can be taxed and regulated into vulture feed.

Some of us entertain a nostalgic fondness for tiny French railway box cars designed for forty men or eight horses. We may derive comfort from the fact that the 747 is merely a bloated, modern, airborne box car for 400 men or 80 horses!

F. Fritz Schumacher

A better passenger image

Quebec, Canada

To the Editor:

What is the image of the passenger train to the ordinary person—does he ever think of travelling by train? Generally he doesn't—thanks to the intensive advertising of the airlines who offer quick passage, free meals and other inducements. He does not seem to realize that he has to *get to* the airport at one end and *from it* at the other end—and in between he is jammed in like a sardine and served a tepid and unappetizing meal off a tray. And the old adage still applies, "If you've time to spare, travel by air."

What a contrast to travelling by train. You can enjoy the scenery and move about as much as you like. Eating in the dining car is a perpetual delight—good food, well prepared and beautifully served at a table properly laid. *Provided you travel on the right train!* There are some fine trains on this continent—unfortunately there are others—and it's the "others" that ruin the picture for the ordinary person and send him to the airline and the autobus.

It is up to the railroads to eliminate this form of the ultimate in uncomfortable travel and thus improve their image to the potential passenger. If they do so, they will get the passengers. Canadian National Railways are proving this.

G. Richard Parkes

Some thoughts on mergers

Wellesley Hills, Mass.

To the Editor:

The April 18 issue of Railway Age mentions Soo Line President Leonard H. Murray's excellent idea that the I. C. C. engage economists to explore the economic aspects of merger proposals. Perhaps the idea should be extended to having railway managements also engage economists. These economists could be of assistance in ensuring that management proposals for political action, mergers, and abandonments meet economic rather than purely legal public interest criteria. Careful consideration would be given to the ideal long range competitive structure of the transportation industry.

There is no reason why management should not be able to work successfully through the political process by effective public education and lobbying. The railroads could be doubly effective by concentrating their efforts in areas where the public interest and that of railroads are clearly the same. Such areas would include reform of ratemaking practices, of discriminatory taxation and subsidy, and of obsolete work rules. It is unfortunate to see the railways dissipating their energies on proposals for large scale mergers, marginal cost pricing, and diversification into other forms of transport; proposals whose validity from an economic public interest standpoint is highly dubious.

It would indeed be ironic, after numerous mergers are consummated, for the umbrella rate structure to be perpetuated indefinitely by the ICC for the purpose of preserving competition in transportation when competition between the railways themselves rather than between inherently different modes of transport would have better served both the railroads and the public.

Jonathan C. Gilman

Federal aid for transit

Dover, Del.

To the Editor:

I have read the interview with Mr. John Gilhooley (RA, May 2) with great interest and found in it facts that I had not previously known.

You may be sure that I shall do all that I can in cooperation with the other Governors of the Delaware River Basis Commission to secure federal grants for urban mass transit.

Charles L. Terry, Jr.
Governor
State of Delaware

(Governor Terry is one of four state chief executives who have strongly endorsed federal aid to urban transit, on the same 90-10 basis that federal funds are made available for highway improvements. The others are Gov. Nelson Rockefeller of New York, Gov. Richard Hughes of New Jersey, and Gov. William Scranton of Pennsylvania. They have indicated that they will seek the support of other governors for the plan during the National Governors Conference at Los Angeles in July.—Editor)

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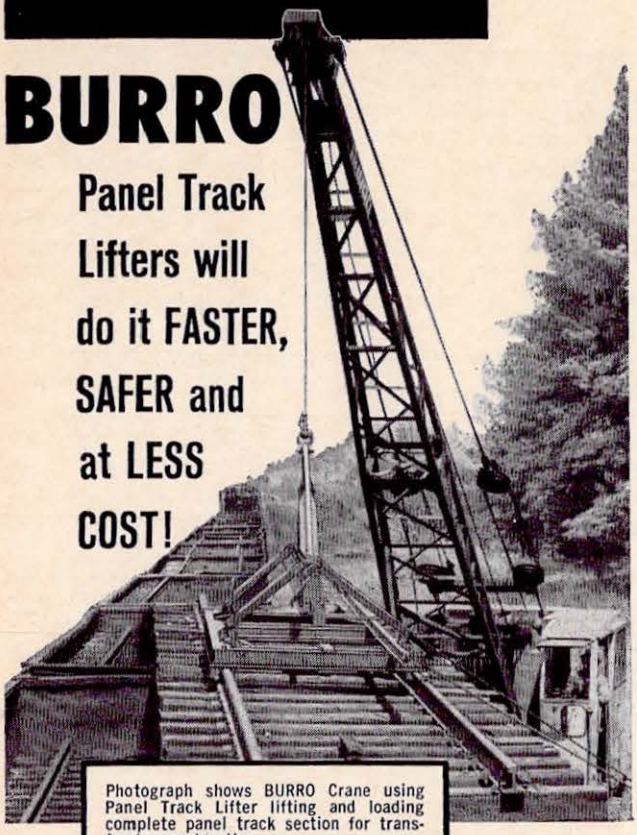
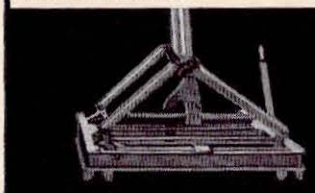


Photograph shows BURRO Crane using Panel Track Lifter lifting and loading complete panel track section for transfer to new location.



Lifter is ideal for use with crane in track raising operations where track must be raised 6" or more above ballast.

Saves time and manpower —only one man is required to guide, position and latch the Lifter.

Special Lifter design prevents rails from squeezing in toward center when load is picked up. Panel track is gripped securely, held safely and squarely without sag. Releasing the load is completely automatic.

Write for complete information.

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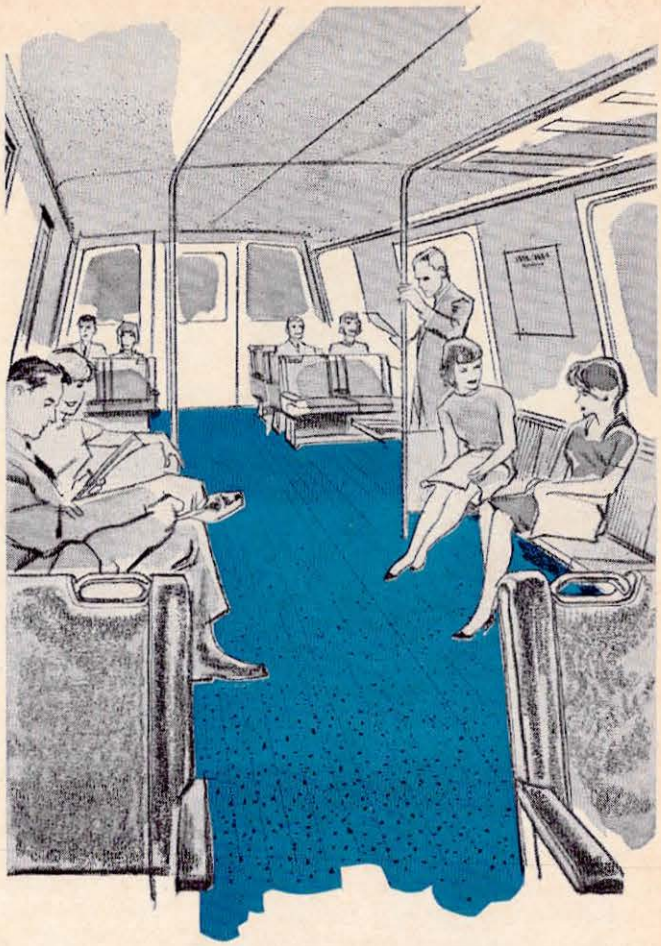

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Transit-Flor Looks Better, Lasts Longer

Appearance and safety — at low maintenance cost — are key considerations in designing rapid transit cars that will attract passengers.

No wonder Transit-Flor leads the transit flooring field. It can be custom-blended in virtually any marbleized or terrazo color pattern to harmonize with interior decor.

Extra-durable rubber compounds plus tough masticated fibers give Transit-Flor superior wear resistance, yet requires absolute minimum maintenance.

Rubber's natural resiliency and "grippability" makes Transit-Flor far safer and more comfortable underfoot.

For car steps and thresholds, molded rubber Transit-Treds deliver the same custom-made durability and eye-appeal.

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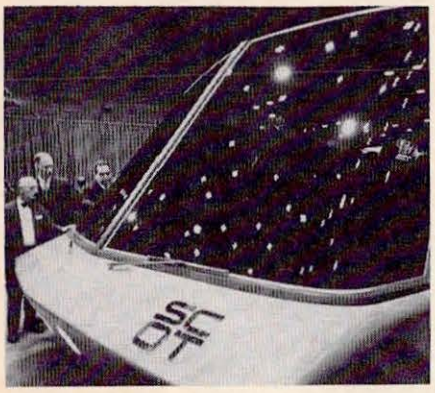
NEW **PRODUCTS** REPORT



Two-Part Windshield (RA-1)

Each half of the two-part SCOT windshield, said to be the largest in the world, contains 42 sq ft of safety glass—PG 1/4-in. Solargray plate glass laminated with a heavy vinyl to PPG 1/8-in. Graylite "31." Each glass, before bending, measured 8 sq ft. The windshield, designed for color harmony, was fabricated by bonding a sheet of the vinyl between the two bent sheets of glass. PPG glass products are used also in roof and side windows of the car. *Pittsburgh Plate Glass Co.*

Page Reader (RA-2)

The 915 page reader permits direct conversion of typewritten or printed form information into computer language by optical-electronic methods. The 915 reads all letters of the alphabet, numerals 0 through 9, standard punctuation and special symbols used in programmed functions. It handles documents of all sizes from 4 to 12 inches in width, 2½ to 14 inches long, and continuous length fanfold sheets. Reading speed is about 370 characters per second. Material must be prepared in a special type font of upper case. Compatible lower case may be included on a typewriter permitting its use for general business communications. A typewriter so equipped need only be shift-locked in its upper case for preparation of reader documentation. Some typewriter manufacturers offer machines with interchangeable typestyle cartridges enabling typewriter use for other work.

The 915 operates in conjunction with a computer which directs its reading program. Under program control the reader is fully automatic. *Control Data Corp.*

Rubber Bushing (RA-3)

A newly developed synthetic rubber bushing was developed after five years of research and evaluation by engineers in The Goodyear Tire & Rubber Co.

It replaces a fiber bushing used for years on insulated rail joints. The new bushing is a hollow cylinder, 1½ inches in length and diameter. Its strength lies in a narrow layer of synthetic rubber, Neothane, that is sandwiched between two thin sleeves of cold-rolled steel. The synthetic is prized for its range of mechanical and structural properties, its load-carrying ability, its resiliency and its ability to stand up under extremes of temperature.

Bushing failure has long been a primary cause of breakdowns in railroad signal systems. Fiber bushings fail regularly under stresses imposed by the contraction and expansion of rails that result from changes in temperature.

Such failure breaks the insulation at the rail joint, mixing the electrical circuits and jumbling the signals that trigger semaphores, lights and other devices which control rail traffic. *Goodyear Tire & Rubber Co.*

Radio Crane Control (RA-4)

A new two-transmitter wireless remote radio crane control, known as Telemotive Mark II, enables two floor-situated operators using two separate transmitters to operate the same crane. They can safely pass control of the crane and its load from one to the other as the crane travels down the span. Major advantage of the new control system is increased efficiency. The crane and its load can be passed for most rapid and continuous materials flow. Neither operator is tied to the crane and each can work independently of the crane or other operator. There's no lost time waiting for a cab-situated operator to bring the crane to the work site, and walking time for the floorman ceases to be a limit on the speed at which the work can be performed.

The Mark II system consists of two portable radio transmitters (each about the size of a cigar box) worn by the floor operators, twin antennas mounted under the crane bridge and a special dual control receiver assembly mounted on the bridge. *Telemotive Div., Dynascan Corp.*

Mobile Heaters (RA-5)

The Heat Kart ceramic-type electric infra-red heaters, mounted on two-wheel trucks, can be used in closed areas where salamanders and gas heaters would be dangerous. Model HK-1, with one row of four infra-red generators, has a rating of 4 kw; HK-2, with two rows of generators, a rating of 8 kw; and HK-3, with three rows of generators, a rating of 12 kw. Heaters can be bolted to wall or suspended from ceiling. *Dry Clime Lamp Corp.*

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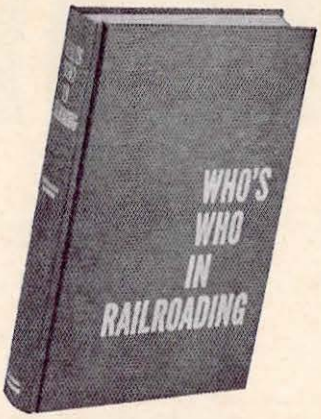

WHO'S WHO IN RAILROADING

IN NORTH AMERICA

Here is the most recent printing of a standard volume, the "Blue Book" of the North American railway industry. It contains approximately 6,000 entries, of which over 1,500 are new. All entries carried over from the previous edition have been checked and revised to include promotions, transfers, and other important changes. The listings are authoritative, comprehensive, and alphabetically arranged for easy reference. In addition to railway executives, they include leaders in the railway equipment and supply industries, railway labor leaders, members of regulatory bodies, ICC practitioners, transportation economists, and specialists in railway finance.

Complete information is given for each biographee — present title (or position) and business address, home address, age, career (including railroad, professional, military), technical society memberships, public offices held, books and articles written, and much more. The detailed data contained in this unique volume will be widely used by all who have frequent contacts with the railway and railway supply industries.

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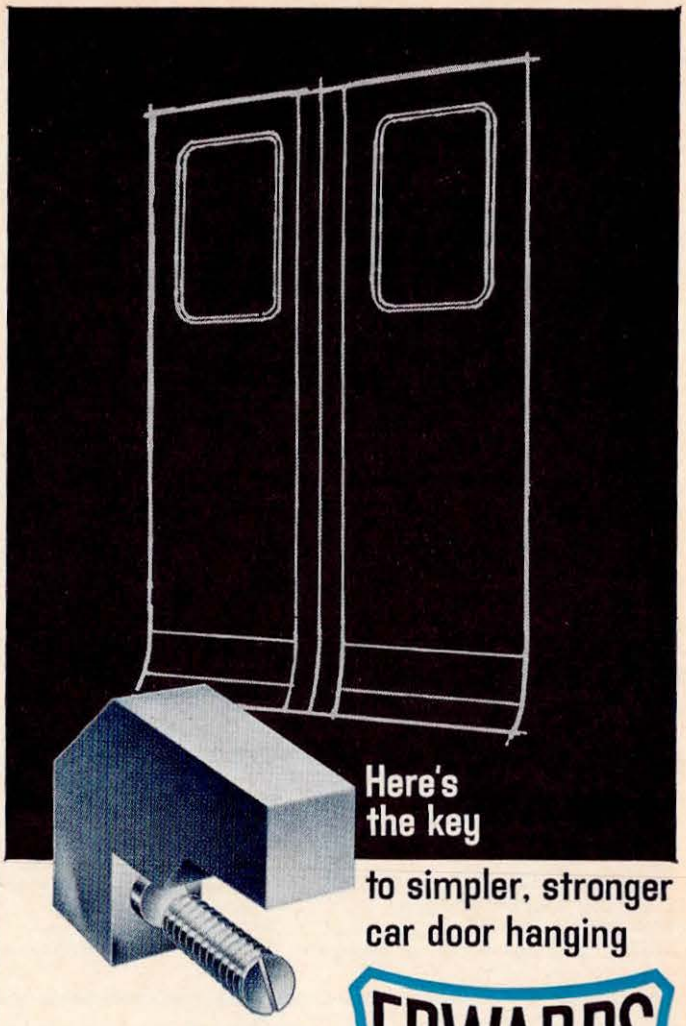

You can't even see it up there at the top edge of the door without removing the rubber nosing.* But just extract this movable wedge by withdrawing the screw and you can remove the whole door in a matter of minutes!

By tightening the screw, this movable wedge is driven in toward a fixed wedge at the other end of Edwards patented door-hanging arrangement. This forces door and hanger connections into a *structural* locking engagement . . . far superior to conventional assemblies with multiple screws that can loosen, bend or break under stress.

Result: long, trouble-free service; plus quick and easy maintenance when needed. This is creative engineering design by Edwards . . . now implementing new concepts in operating efficiency on transit systems in New York, PATH, Boston and Philadelphia and also on San Francisco's BARTD test track model as well as the prototype Pittsburgh Transit Expressway vehicles.

**Rubber nosing is easily removed for maintenance by activating release latch in face of door with special tool. This also exposes housing for screw and wedge at top of door for simple removal of entire door.*

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PEOPLE

Gregory S. DeVine
C&O-B&O

John E. Kusik
C&O-B&O

Imre A. Reiner
C&O-B&O

William G. Moore
LV

CHESAPEAKE & OHIO—BALTIMORE & OHIO.—Gregory S. DeVine, president, elected to the additional position of chief executive officer of both roads (RA, May 30, p. 7). **John E. Kusik,** senior vice president, B&O, and chairman, finance committee, C&O's board, elected vice chairman of the board, C&O. The actions, taken at meetings of the boards of both companies, fill positions held by the late **Walter J. Tuohy** (RA, May 23, p. 11).

Imre A. Reiner appointed manager—engineering research projects, planning department, Baltimore, Md. Mr. Reiner will be responsible for several major roadway engineering research projects. He came to the United States in 1957 under sponsorship of the National Academy of Sciences, to join the B&O. He had formerly been chief engineer, Hungarian State Railway.

Clayton R. Miller, district sales manager, Indianapolis, (RA, May 9, p. 37), appointed district manager—trailer service, C&O, Cincinnati, succeeding **Robert L. Stender,** transferred to Chicago. Mr. Stender replaces **Walter N. Lesko** (RA, March 28, p. 106).

Appointments in the Passenger Services Department, Baltimore: **John A. Black,** sales and service assistant; **Ralph B. Goodman,** manager passenger sales; **James E. Sell,** manager passenger service; and **David A. Watts, Jr.,** manager passenger operations and marketing.

James B. Martin, manager, B&O passenger food service section, Baltimore, retired May 31. **K. S. Cox,** manager dining service, C&O, Ashland, Ky., appointed superintendent of passenger food service, C&O-B&O, Ashland.

M. E. Patrick appointed superintendent—refrigeration services, Baltimore.

E. H. Byer, assistant superintendent safety and fire prevention, C&O, Huntington, W.Va., given system responsibility, effective April 1.

John S. Marshall named general attorney, C&O, Cleveland.

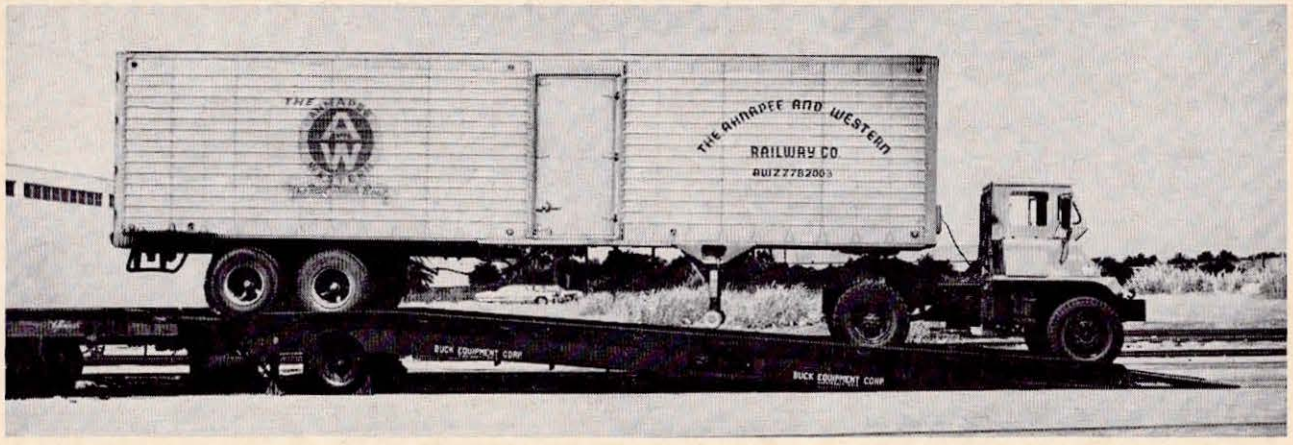
CHICAGO & NORTH WESTERN.—Ben W. Heineman, chairman and chief executive officer, elected chairman and president (RA, May 23, p. 40). He succeeds **Clyde J. Fitzpatrick** as president. Mr. Fitzpatrick, who was not re-elected for reasons of health, continues as a director. **Larry S. Provo,** vice president-finance, elected executive vice president.

Edwin M. Upland named freight traffic manager-grain marketing, Chicago. **Donald E. Potter,** general agent, appointed traffic manager-southeastern region, with headquarters remaining at Atlanta, Ga. **Howard W. Johns,** general lumber agent, appointed traffic manager-lumber marketing, Seattle. **G. D. Rox,** traffic manager-southeastern region, Birmingham, Ala., named traffic manager-lumber marketing there.

LEHIGH VALLEY.—William G. Moore has been appointed general superintendent transportation, Bethlehem, Pa., a new position, reporting directly to the president. Mr. Moore was formerly superintendent of transportation, methods and procedures, **Baltimore & Ohio,** Baltimore.

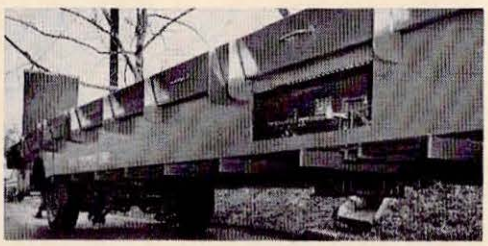
MAINE CENTRAL. — PORTLAND TERMINAL.—J. Edmund Bouchard, assistant superintendent, MeC, Bangor, Me., promoted to superintendent, Portland, Me. **Ansel N. Tupper,** general superintendent, MeC, Portland, named superintendent, Portland Terminal, at South Portland. **P. H. Coombs,** trainmaster, Portland Terminal, Portland, appointed assistant superintendent, MeC, Bangor.

TERMINAL RAILROAD ASSN. OF ST. LOUIS.— Named the following freight sales managers:



Buck Portable Ramp in loading position. Below, on the road to wherever you need it.

NOW BUCK OFFERS FIVE STANDARD PIGGYBACK RAMPS



Buck has a trailer loading ramp for your express needs: Ramps for fixed loading. Ramps with lateral rail for servicing several tracks. Portable, pneumatic tire ramps with either hydraulic or mechanical fifth wheel tractor hook-up. Mechanical kingpin hitch raised and lowered by tractor. Handle trailers to 100,000 lbs. capacity, including low clearance super cargo types. Call Buck for all your auto or trailer loading requirements. First name in quality ramps for flat car or auto rack loading.

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J. Edmund Bouchard
MeC

Donald L. Engel
International Steel

Maurice V. Olmsted, San Francisco; **James J. Hoban,** Houston; **Earl A. Blomberg,** Pittsburgh; **Richard M. Cramer,** Chicago; **John G. Brunda,** New York. **Richard Kizer** named midwest freight sales manager, St. Louis.

Supply Trade

Donald L. Engel has been named manager of sales, Railway Division, **International Steel Co.,** Evansville, Ind. Mr. Engel previously was superintendent, mechanical department, **Chicago & Eastern Illinois,** Danville, Ill.

Henry W. Kaiser has joined the **J. B. Ford Division, Wyandotte Chemical Corp.** as special representative, railroads. Mr. Kaiser is assigned to a group of roads in the South Central United States and reports directly to **J. M. Mann,** manager, railroad sales.

Glenn E Stimson, assistant manager, Western Region, **Union Switch & Signal division of WABCO,** Chicago, has been appointed manager of the new Southwestern Regional office which was opened June 1 at 1430 Olive Street, St. Louis, Mo.

Effective Aug. 1, the corporate name of the **Colorado Fuel & Iron Corp.** will be changed to **CF&I Steel Corp.**

William G. Glass, sales engineer, **Westinghouse Air Brake Division, WABCO,** Houston, Tex., has been appointed representative, Europe, International Marketing Department of that division.

Richard C. Erler and **Don E. Feehan** have joined the sales staff, Industrial Packaging Department, American Viscose Division, **FMC Corp.** in the Connecticut and Washington state areas, respectively.

Marshall D. Tull, construction supervisor for **Railway Automated Machinery Co.,** Chicago, has been named plant superintendent in charge of the operation and maintenance of the continuous rail welding plant being built by RAMCO for the **Pennsylvania** adjacent to the passenger station in Columbus, Ohio. The plant will have a capacity of 300 track miles of continuous welded rail a year.

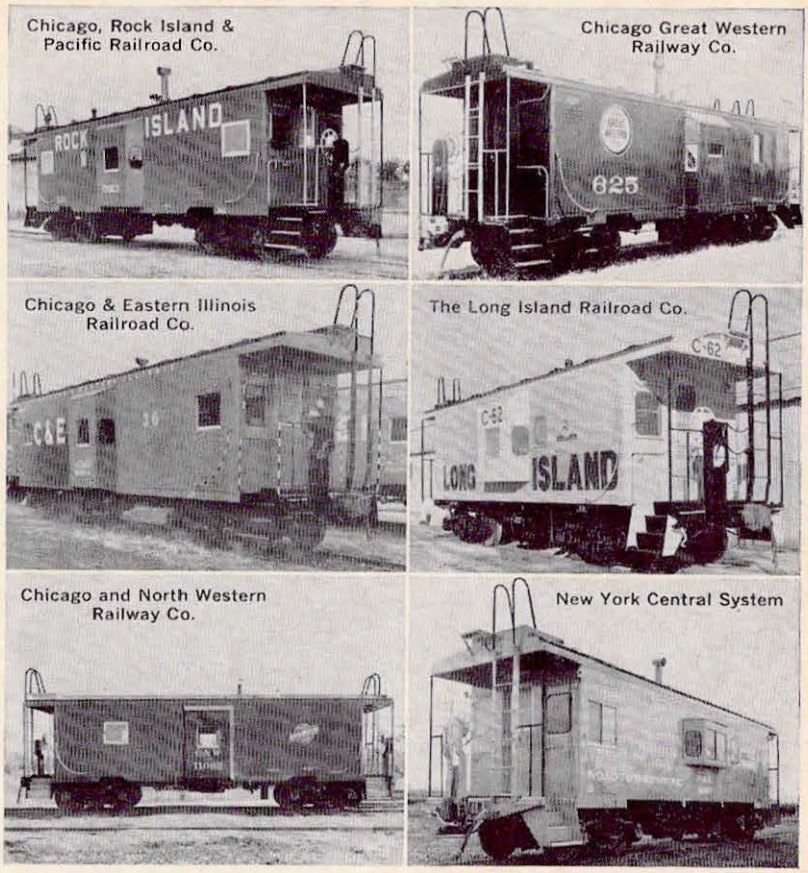
Howard A. Bradley has been advanced from corporation secretary to assistant to the chairman and president and director of public and investor relations, **Houdaille Industries, Inc.,** Buffalo, N.Y.

Robert A. Haack has joined **United States Gypsum Co.** as general manager, Transportation Products Division, Chicago. Mr. Haack was formerly manager railroad sales, Barco Division, Aeroquip Corp., Barrington, Ill.

OBITUARY

Clifford E. Reiss, 73, founder and board chairman of the **R.C.A. Rubber Co.,** Akron, Ohio, died May 15.

SIX MORE ROADS BUY INTERNATIONAL BAY TYPE CABOOSES



The popularity of the bay type caboose is a tribute to its safety, visibility and comfort features.

A wide variety of built-to-order bays are available. All afford rear and train-side vision with no need to lean out the window. All offer extensive optional interior appointments and equipment available to suit transfer, switching, assigned or pool service. INTERNATIONAL, AMERICA'S SOLE INDEPENDENT CABOOSE BUILDER ALSO BUILDS BAY TYPE CABOOSES FOR THESE RAILROADS: Western Pacific Railroad Co. / Erie Mining Company / The Baltimore & Ohio Railroad Co. / Nickel Plate Road / Bessemer & Lake Erie Railroad Co. / Southern Pacific Co. / Green Bay & Western Railroad Co. / The Pittsburgh & Lake Erie Railroad Co. / Chicago Great Western Railway Co.

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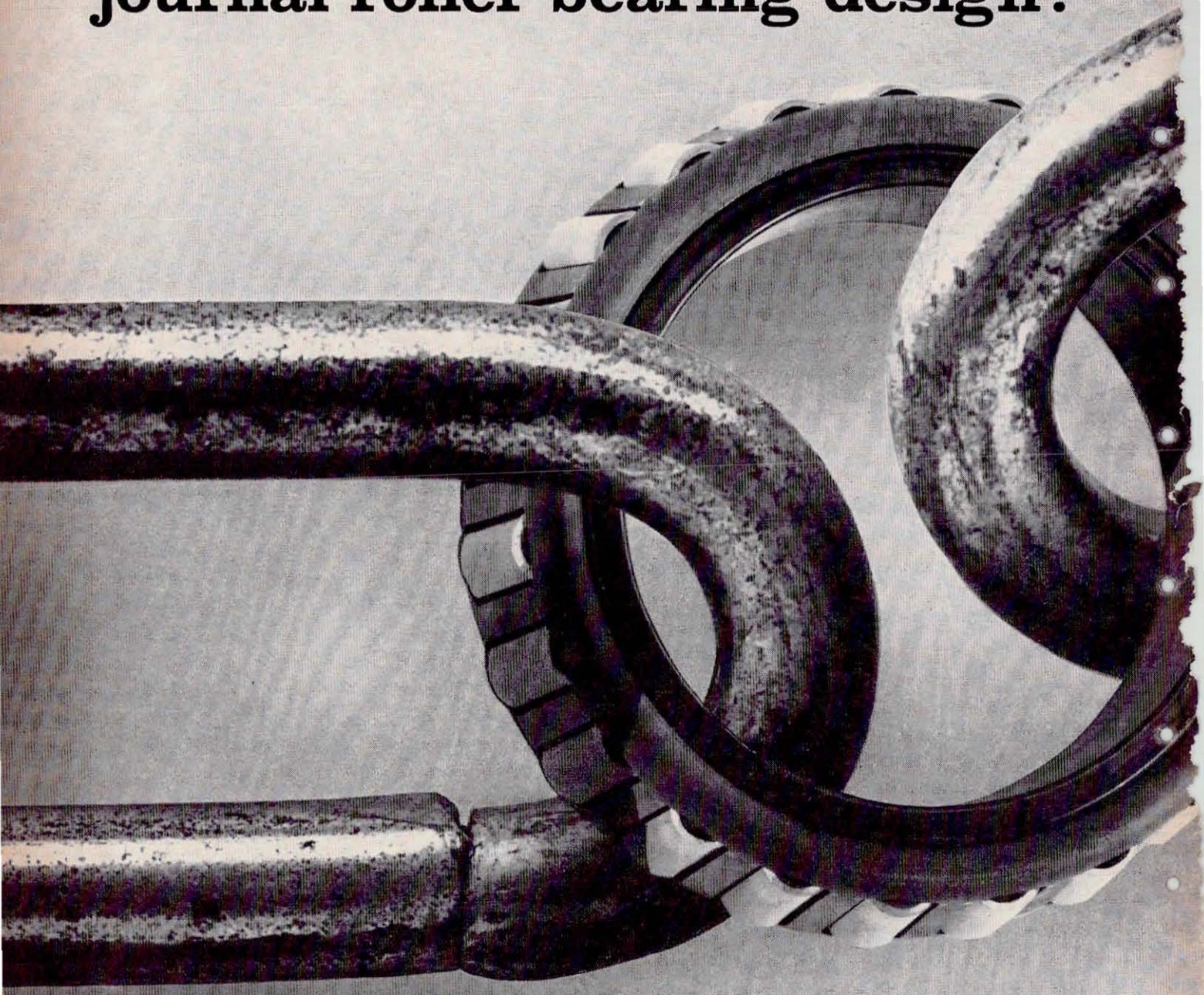
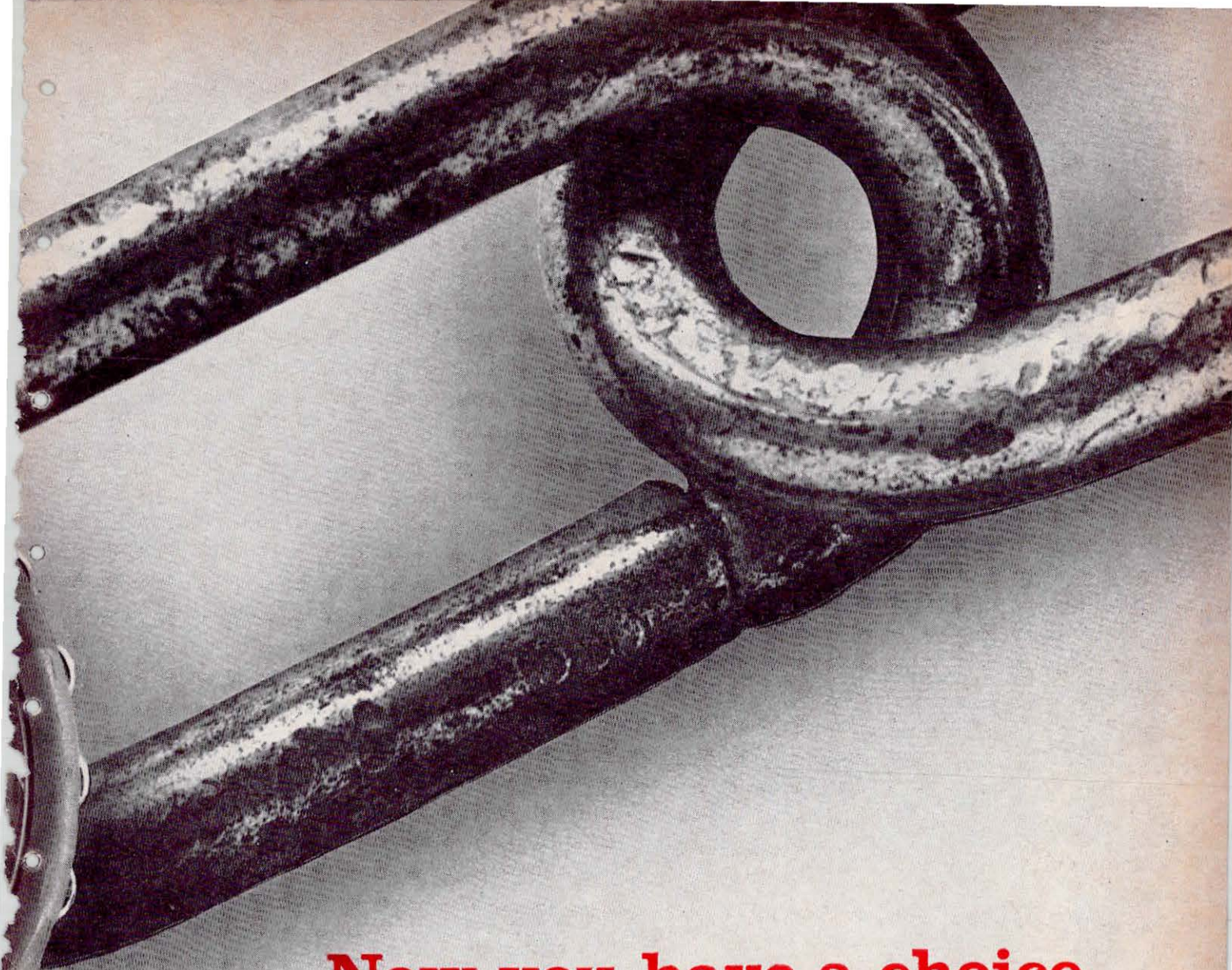
Are you chained to a tapered journal roller bearing design?





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By actual test, you can prove SKF® "Expediter"® cylindrical roller bearings are more efficient than tapered roller bearings. (Only SKF makes cylindrical freight car roller bearings.)

You get greater radial capacity. Thrust is absorbed without wedging action. And only cylindrical roller bearings have lateral capacity.

SKF cylindrical roller bearings have a higher speed capability than tapers. And run cooler. New shrouded SKF sealing keeps dirt and water out.

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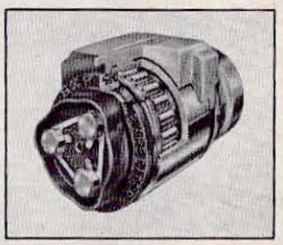

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How does Santa Fe wash the interiors of 200 covered hopper cars per shift?

Easily. That's because Santa Fe is the first road in the world to have a Whiting interior car washing system.

The two-track system includes two remotely controlled progression Robots and a pair of Whiting Trambeam underhung cranes, each equipped with unique "washing wands" with roto-jet nozzles. The job begins with the Robots advancing 45-car cuts on each track in 2-car increments. With the lead cars in position, the washing wands are lowered through the open top hatches and the rotating nozzles start spraying 140 gallons of water per minute at 400 pounds per square inch. Full spherical coverage by the spray guarantees clean cars.

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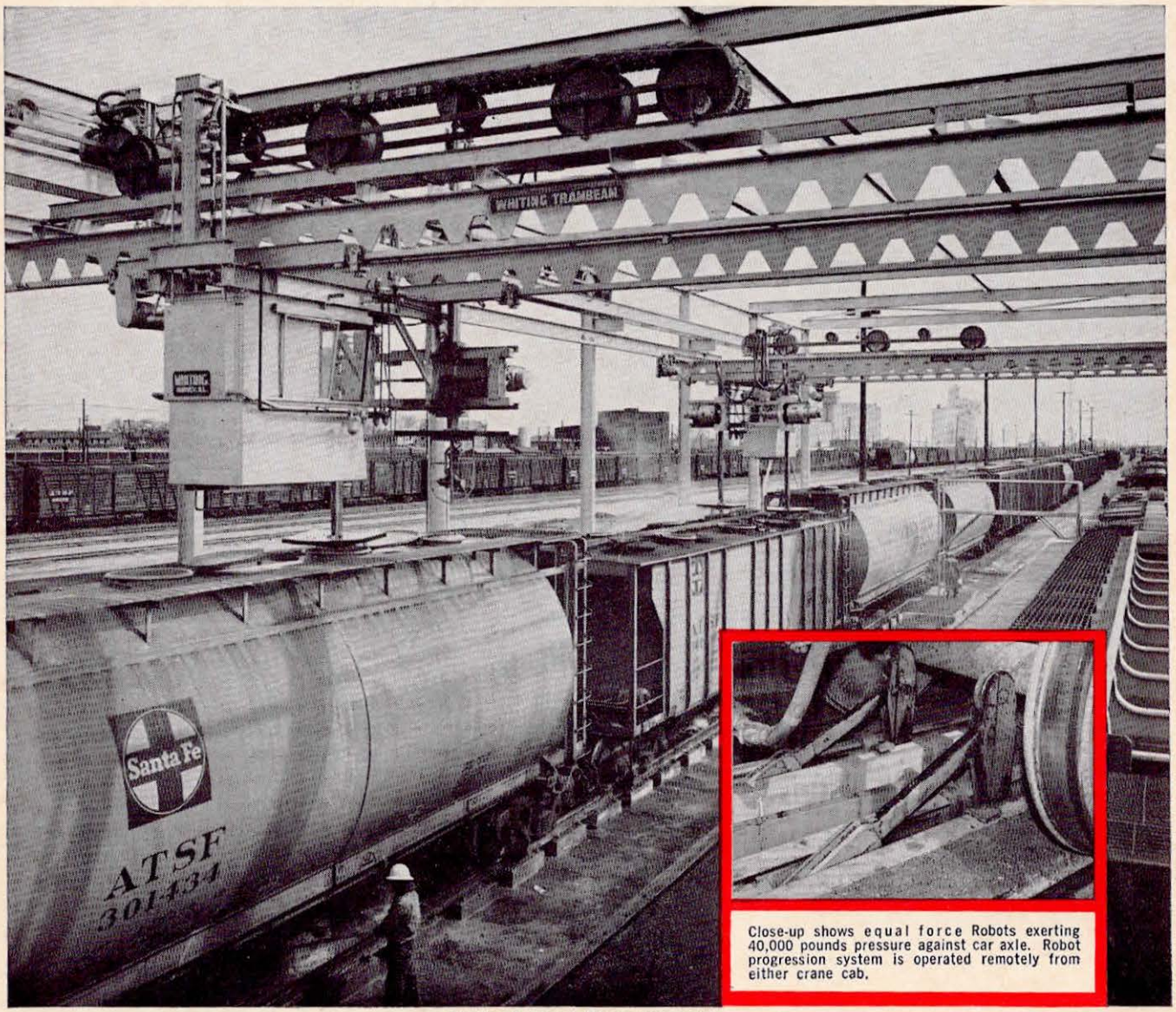

Close-up shows equal force Robots exerting 40,000 pounds pressure against car axle. Robot progression system is operated remotely from either crane cab.

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MARKET OUTLOOK

Carloadings

Carloadings of revenue freight for the week ended May 28 were not available as this issue went to press.

PIGGYBACK CARLOADINGS.—U.S. piggyback loadings for the week ended May 21 totaled 23,358 cars, carrying 38,459 trailers (a new high), compared with 20,644 cars, carrying 32,628 trailers, in the corresponding 1965 period. Loadings for 1966 up to May 21 totaled 426,897 cars, carrying 705,128 trailers, compared with 384,662 cars, carrying 618,493 trailers in the corresponding period of 1965.

IN CANADA—Carloadings for the seven-day period ended May 14 totaled 86,542 cars, compared with 86,362 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
May 14, 1966	86,542	25,838
May 14, 1965	80,095	24,788
Cumulative Totals		
May 14, 1966	1,449,219	495,153
May 14, 1965	1,336,143	466,248

Reading upgrades equipment roster

The Reading's 1966 equipment program will include the rebuilding of 1,600 open-top hoppers (boosting capacity from 55 to 67 tons) and construction of 450 new gondola cars, the road's president, C. E. Bertrand, told shareholders at their annual meeting in Philadelphia.

In addition, said Bertrand, the Reading has 103 100-ton-capacity covered hoppers on order, and 100 80-ton open top hoppers are being remodeled for the sugar trade.

A total of $1 million has been budgeted for purchase of equipment for the mechanization of track, right-of-way, signals and structures work.

The carrier previously announced orders for seven new 6-axle and two new 4-axle 3,000-hp diesel-electric road freight locomotives. Eleven new 1,500-hp yard switchers are scheduled for delivery this year. Eighteen other diesels have been upgraded for heavier duty.

FREIGHT-TRAIN CARS

► *Bessemer & Lake Erie.*—Ordered 25 100-ton covered hopper cars from Pullman-Standard. The all-steel cars will have three unloading hoppers and a single sliding hatch for loading. They will be used for hauling dry bulk commodities.

► *Pittsburgh & Lake Erie.*—Ordered 150 52-ft, 125-ton cars for carrying coiled steel from Evans. The cars will have lift-off hoods and 52-ft loading troughs, Hydra-Cushion underframes and Evans special adjustable crossmembers. Evans will begin the first production run of coiled steel cars with permanently attached hoods in February 1967. P&LE has already ordered 50 of these cars.

PIGGYBACK

► *Trailer Train.*—Placed orders for an additional 906 cars as follows: 63 low-level flats from ACF; 426 standard-level flats from Bethlehem; 300 60-ft flats and 117 low-level flats from Pullman-Standard. The new order brings purchases of cars since Jan. 1 to 3,989. As of May 26, the TTX fleet in service or on order totaled 34,080 cars.

NEW FACILITIES

► *Detroit, Toledo & Ironton.*—Will spend approximately $1.8 million in 1966 on construction of a 36-track classification yard at Flat Rock, Mich. Total cost of the three-year project is estimated at $4.5 million. Work will be done partly by contract and partly by company forces.

► *Northern Pacific.*—Will install CTC between Tacoma and Vancouver, in a two-year project which will cost more than $1.8 million. In other major projects, NP has begun work on a small automatic classification yard at Missoula, Mont. The project will include construction of nine class tracks, installation of a 20-ft weigh-in-motion scale on the hump, relocation of main track around the yard and installation of more than five miles of new 115-pound rail. Yard work will be completed in 1966, at a cost of more than $1.5 million. Installation of a one-spot car-repair system, new car-cleaning facilities and TOFC terminal facilities will be programmed for 1967-68. At Grass Valley, Mont., near Missoula, NP has completed grading for 1.6 miles of new main line which will save more than one mile in distance and eliminate more than 303-deg of central angle. New rail will be laid this summer and the line will be placed in service before autumn. Total cost of the project is estimated at more than $560,000.

FOREIGN

► *Sudan.*—Seeks bids for the supply of 37 locomotives—23 diesel hydraulic switchers (bid deadline July 18) and 14 diesel main-line units (deadline July 16). Further details are available from the Controller of Stores, P.O. Box 65, Atbara, Sudan.

► *Thailand.*—Will spend $96 million on railway modernization in the next 10 years. Equipment to be imported will include motive power and passenger equipment. Interested suppliers should write to Maj. Saeng Chulacharitta, General Manager, State Railway of Thailand, Krungkasem Road, Yodse, Bangkok, Thailand.

YOU OUGHT TO KNOW

That's show biz: First-run films are a big feature on crack trains of the Chesapeake & Ohio-Baltimore & Ohio. C&O-B&O officials want more people to know about them, so they're starting an ad campaign plugging the trains on the entertainment pages of daily newspapers, and planning commercials on TV, as well. Says Paul H. Reistrup, C&O-B&O director of passenger service: "As far as we know, this is the first time a railroad has ever advertised for passengers in the theater section of a newspaper. If it works, we'll continue to do it."

Developing managers: The University of Tennessee's fifth annual Transportation Management Development Program will be offered July 5-15 at UT's Knoxville campus. Eighty hours of instruction will be provided in transportation economics, regulation and public policy, business policy, financial management, pricing, managerial economics and decision-making simulation. Further information is available from James W. Bennet, Jr., chairman of the Department of Transportation, College of Business Administration.

RPI sweepstakes open: The first entries are in from railroads competing in the 1966 Golden Freight Car award competition. Roads with applications already in are the Burlington, Katy, Reading, and New York Central (NYC was last year's winner). Deadline for notice of intent to enter is June 30, and deadline for entry is Aug. 31.

Police cars for LV: As part of a stepped-up property protection campaign, the Lehigh Valley last week accepted delivery of five specially equipped police cars for duty in northeastern Pennsylvania. Said Superintendent Robert J. Cusick: "The cars not only will enable us to step up patrols of company property but will help combat vandalism and assist us in checking for auto driver violations at railroad crossings."

Denver-Europe via container: Samsonite, the Denver-based luggage manufacturer, reports big success in shipping by Flexi-Van container straight through to Europe. Shipments move over rails of the CB&Q and NYC to the Port of New York, for transhipment to vessel; according to the shipper, the service has meant faster transit time at an average cost reduction of 20%.

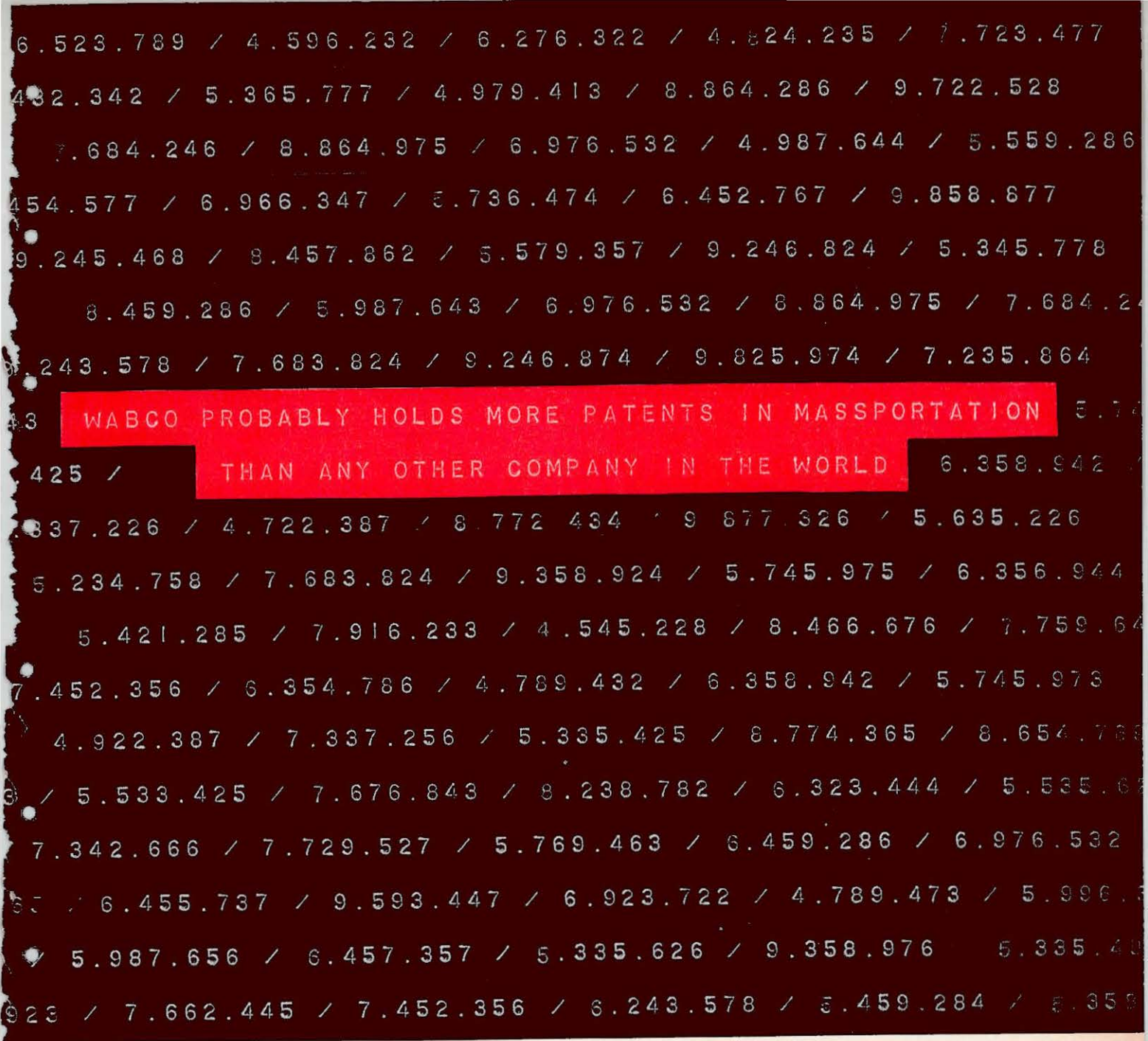
New industry for Lincoln? Union Pacific's industrial-development program got another boost last week with announcement that the road has put together a 985-acre tract at Lincoln, Neb., for development as a complete—all facilities in place—industrial park. John W. Godfrey, chief executive officer of UP's Land Division, used the occasion to recap ID developments—and to tie the situation, in part, to UP's bid to merge with Rock Island. Said Godfrey: "Since Mr. (Edd H.) Bailey became president of Union Pacific just a little more than a year ago, we have doubled our acreage of raw land for industrial purposes along our lines. And if the UP-Rock Island merger is successful, the tempo of industrial expansion in this part of the country should increase significantly." UP's reasoning: Approval of the merger would give Lincoln shippers direct, single-line service to both West Coast and eastern markets tapped through major midwestern points.

Instant offices: When the Louisville & Nashville decided to replace an outdated freight office at Hohenwald, Tenn., they did it the pre-fab way. A 12-by-20-ft steel office was supplied by dealers in Louisville, erected right on an L&N flatcar, hauled to Hohenwald, and plumped down on the spot. Wiring and plumbing were connected, and presto!—a new freight office. Coming soon via the pre-fab route: a slightly larger office for Union City, Tenn.

Truck tonnage: Intercity truck tonnage in the week ended May 21 was 1.3% below that of the previous week of this year, and 4.8% ahead of the volume in the corresponding week of 1965, according to American Trucking Associations.

Current statistics

Net income	
3 mos., 1966	$172,000,000
3 mos., 1965	123,000,000
Carloadings, revenue freight	
20 wks., 1966	11,040,057
20 wks., 1965	10,914,674
Freight cars on order	
May 1, 1966	59,415
May 1, 1965	35,774
Freight cars delivered	
4 mos., 1966	29,303
4 mos., 1965	26,138
Serviceable cars	
Apr. 1, 1966	1,406,470
Apr. 1, 1965	1,401,170



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LBJ likes railroads, Accounting group told

Alan S. Boyd says Administration's sympathetic interest is not dependent upon creation of cabinet-level transport department.

President Johnson's Administration has "a major sympathetic interest" in railroads.

The Administration's undersecretary of commerce for transportation, Alan S. Boyd, said this last week in an address at the annual meeting of the AAR's Accounting Division. The meeting, held at the Hilton Hotel in Washington, D.C., also heard Vice Chairman William H. Tucker of the ICC call for more aggressive Commission action to implement the Interstate Commerce Act's Declaration of National Transportation Policy.

● **LBJ interest will continue.** Boyd said the Administration's sympathetic interest in railroads will continue whether or not Congress creates the cabinet-level Department of Transportation which the President has called for. He discussed that Presidential proposal at some length, noting the opposition of subsidized carriers to provisions of the implementing bill which would give the Secretary of Transportation power to establish standards and criteria for the economic evaluation of federal transportation investments.

The railroads support these provisions of the bill, but the subsidized carriers fear that they might permit the secretary to veto spending proposals for highway, water and air transport facilities. To Boyd, this opposition seemed also to reflect concern about having relative costs exposed to public view. He called it another case wherein everyone professed a desire to see justice done—but "please don't do it in my direction."

● **Long run for car shortage.** The undersecretary also had something to say about the railroads' opposition to those features of the Administration plan which contemplate transfer of the ICC's car service and safety functions to the proposed department. Car shortages, which will be a problem "for some time," should concern the department whether the functions are transferred or not, Boyd said. As to safety functions, he scoffed at fears that their transfer would result in the employment of unneeded trainmen and enginemen. He explained that there would have to be formal showings of need for any new safety rules proposed.

In its role of Administration spokesman before the ICC and other regulatory agencies, the proposed department would confine itself to policy matters, Boyd said. It should not intervene in run-of-mine rate cases, or in cases where truckers are competing for operating authority over a new route, he explained by way of example.

● **Would recommend legislation.** The undersecretary also expressed his hope that the proposed department would join the regulatory agencies in recommending legislation to improve the regulatory laws. In this connection, he noted that there has been "some thought" that the Interstate Commerce Act's rate-making rule could be improved. Some of that thought is in the railroad industry.

Referring to the Northeast Corridor passenger-service experiment sponsored by his present office, Boyd said he expects this to have an impact on freight-service speeds, too. He is not sure, however, that the suspension-system cars to be tested on the New York-Boston sections of the Corridor will permit the desired speeds over existing roadbeds. If they do not, he doubts that private enterprise could go in for new high-speed roadbeds that might be required.

● **ICC policy record called good.** Tucker's call for more aggressive implementation of the National Transportation Policy was only mildly critical of his colleagues at the ICC and former commissioners. While he has found "peaks and valleys," he thinks the Commission's general record reflects a good performance.

Mandate for change

As Tucker reads the policy declaration, it is a "mandate for change—more exactly, for the accommodation of change by regulation." Unlike the Act itself, the policy is framed "in what should be rather than what is," the Commission's vice chairman explained, adding that the policy thus "demands that the Commission be prospective in its thinking."

● **Act's spirit is the thing.** "To meet this obligation," Tucker continued, "the Commission and its members must do much more than apply the literal words of the Act.

"The National Transportation Policy directs the Commission to 'promote safe, adequate, economical and efficient service . . .' in the public interest. This is not a mandate which can be achieved by passive regulation which merely reacts to particular problems. It can only be fulfilled by a vigorous and aggressive search for the broad economic and social questions implicit in those problems, and a wholehearted effort to resolve those questions in the national interest."

● **New Division officers.** The meeting's presiding officer was the Division's chairman—R.M. Sutton, vice president and comptroller, Union Pacific. The new chairman, elected at the meeting's closing session, is W. V. Lawrence, vice president and comptroller, Seaboard Air Line.

Lawrence had been first vice chairman, and he is succeeded in that office by W. S. Cook, comptroller, Pennsylvania. Cook moved up from the second vice chairmanship where he is succeeded by C. E. Crippen, vice president, Milwaukee. P. A. Lyon continues as secretary. ■

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THE ACTION PAGE

Are our cities growing up?

Is the so-called transit renaissance all it's cracked up to be? This week's issue offers fresh evidence that the answer is, by and large, yes.

What cities seemed, on the face of it, less likely to be interested in mass transit than Denver, Portland, Honolulu? And yet, in all three cities, local officials and planners are casting around, weighing the alternatives, and keeping an eye on rising downtown traffic, wondering when the cut-off point comes that makes transit not a desirable commodity, but a 'must.'

What city seemed more pro-auto and less pro-transit than Los Angeles, the sprawling non-metropolis that grew to giant size without ever having had a true core area? And yet, engineers are working right now to finish up final designs for the day—they think it will be in 1968—when they go to the voters and ask for $800 or $900 million to build a rail rapid transit system.

What cities, on the surface of it, have more problems that take precedence over transit than Boston and Philadelphia? Pressure on their budgets is intense for money to build schools, hospitals, and renew decaying downtown areas.

Yet here is Boston drawing up a $300 million plan to mesh together all rail transit, commuter and bus facilities, and enlarge their scope. Philadelphia is doing much the same, and in addition is building an entirely new line, out beyond Camden into south Jersey suburbia.

If the money is found for these projects, it is in no small measure because of transit's crucial relation to business and employment. Urban vitality is not a matter of whim; if cities like Boston and Philadelphia want to preserve it, they need proper tools—and one of the tools is transit.

Action on all fronts

Across the border in Canada, Montreal is busy catching up with its rival, Toronto, by building both a complete new system, and a special one for the coming Expo '67.

Back on this side of the border, San Francisco, which impressed everyone with its audacity in taxing itself to the tune of $1 billion to build an ultra-modern system, may soon add another $400 million to its commitments by upgrading and modernizing its downtown rail distribution system.

As in most fields, there are the major and the minor leagues. Medium-sized cities such as Portland and Hononlulu, by admitting that they are soon to be faced with choking urban congestion, and have to consider transit alternatives to the automobile, are in effect applying for admission to the major league club of cities that are metropolises, not overgrown county seats.

But no one in the transit field—not the operator, not the engineer, not the manufacturer—is too busy patting his own back over the fact that he's in a growth industry. The other side of the coin still shows plenty of harsh facts of life. Capital costs are high, so are operating costs, and the economic benefits to a community are only indirect, and not easy to drag out for electioneering purposes. Many transit authorities live from hand to mouth on microscopic budgets.

Grim side shows in New York

What about the New York City Transit Authority—the "Yankees" of the transit operators—forced to play a constant shell game with insolvency? The NYCTA has spent over $1 billion on capital improvements in the last 12 years, and can point to many examples of improved service, including the 200 new cars now being delivered. Yet the squeeze is perhaps worse there than anywhere else, and efforts to relieve it do not reach the heart of the problem.

Since the wage settlement that ended last January's disastrous transit strike, the NYCTA's financial position has gone from bad to worse. From all appearances, the 15-cent subway fare is doomed.

In the current wrangling over the NYCTA's future, someone got out a pencil and figured out that when surface traffic congestion mounts, each minute's delay in making truck deliveries costs the city $2 million annually; each hour's delay $120 million.

There's a moral in this, and around the country, cities seem to be learning it. That's the really hopeful part. But the tempo is still too slow, and public recognition of transit's importance still insufficient.

One Wall Street publication, *Exchange,* compared the present status of rapid transit in the U.S. to a "small boy dragged kicking and screaming to the dentist. The visit is inevitable, but, oh, the trip is slow and noisy." We venture the opinion that it's time more cities proved they're ready to put on long pants.

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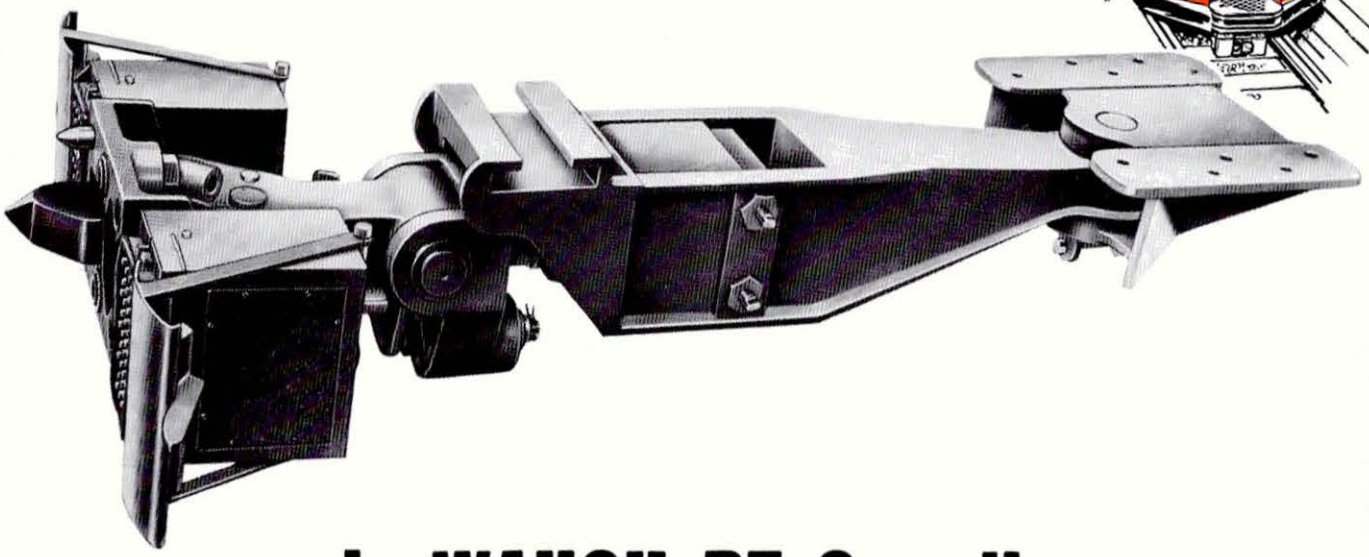

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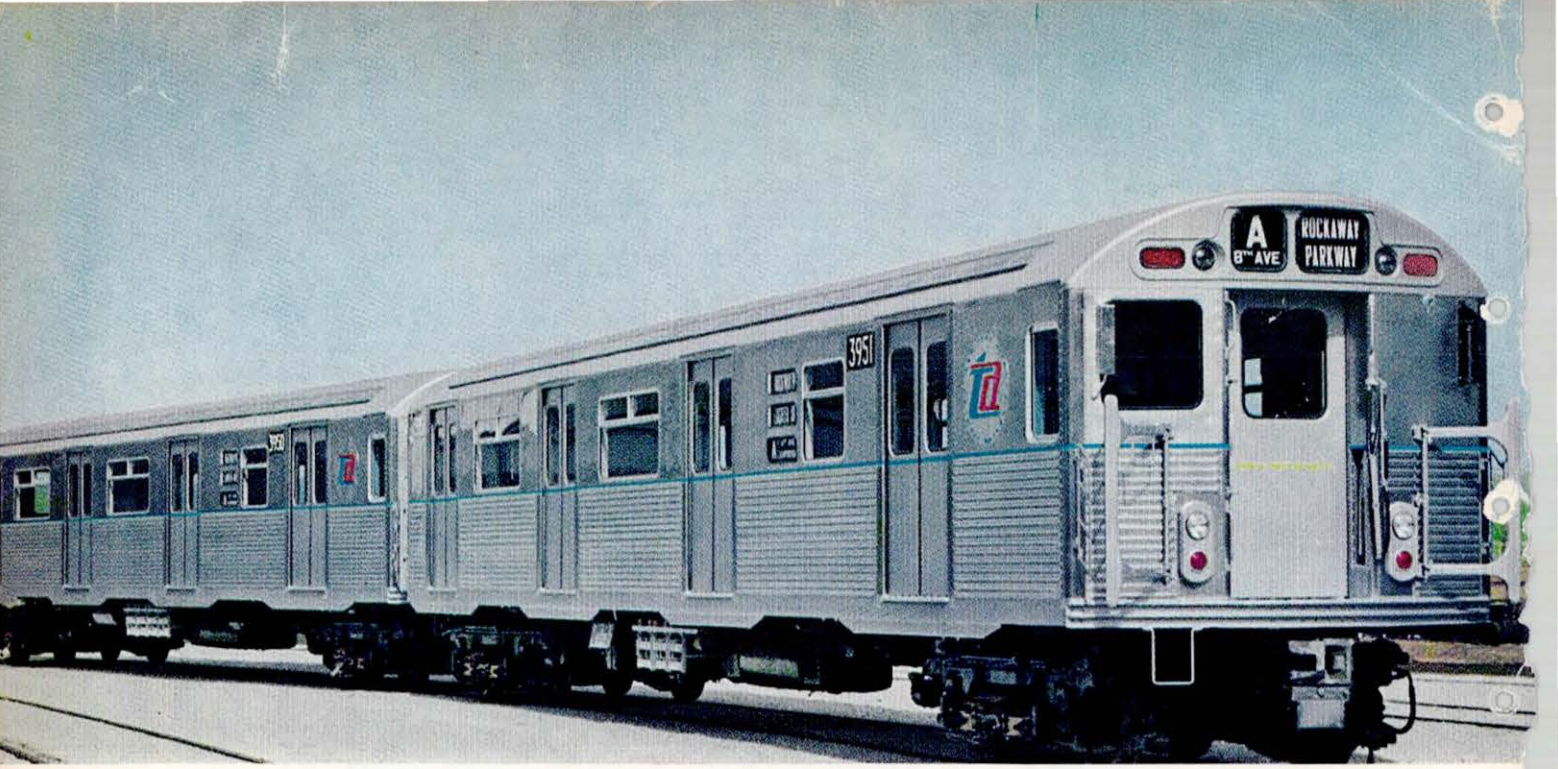

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